The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4876 | 光緒三十一年五月十七號 | MONDAY, JUNE 19, 1905. | 一拜禮 | 號九十月六英港香 | $30 PER ANNUM. SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... " 18,000,000
CAPITAL UNCALLED..... " 6,000,000
RESERVE FUND ..... " 9,720,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. NEW YORK.
NAGASAKI. HONOLULU.
LYONS. SHANGHAI.
SAN FRANCISCO. NEWCHWANG.
BOMBAY. MUKDEN.
TIENTSIN. PORT ARTHUR.
PEKING. CHEFOO.
KOBE. DALNY.
LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent
" 6 " 4 "
" 3 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 23rd May, 1905. [20

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $18,000,000
Silver Reserve .....$ 8,000,000 }
RESERVE LIABILITY OF PROPTORS. $10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson. H. Schubart, Esq.
E. Goetz, Esq. E. Shellim, Esq.
G. H. Medhurst, Esq. Hon. R. Shewan.
A. J. Raymond, Esq. N. A. Siebs, Esq.
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th May, 1905. [22

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXE DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [23

THE DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau Tsinanfu

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

M. HOMANN,
Manager.

Hongkong, 1st April, 1905. [2

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORISED.....GOLD $10,000,000
CAPITAL PAID UP .....GOLD $ 3,250,000
RESERVE FUND .....GOLD $ 3,250,000

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vœux Road,
Hongkong, 26th May, 1905. [21

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PENANG.
CHEFOO. SINGAPORE.
HANKOW. TIENTSIN.
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
per Annum Fixed Deposits for 3 months.
1½ " " 6 "
5 " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £875,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. P. COCHRANE,
Manager.

Hongkong, 18th May, 1905. [24

ALL SUFFERERS
FROM
NERVOUSNESS AND GENERAL
DEBILITY
SHOULD TRY OUR
NERVINE PILLS.

THEY stimulate and brace up the system and act also as a First-class Tonic.

IN BOTTLES.....$1.50.

THE PHARMACY,
56, QUEEN'S ROAD CENTRAL,
Hongkong.

Hongkong, 28th March, 1905. [43

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1901 [5

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kushinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

[8

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	FORMOSA ..... B. W. H. Snow.....	About 24th June	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALERMO ..... E. G. Andrews.....	About 27th June	Freight only.
SHANGHAI.....	CHUSAN..... H. W. Kenrick, R.N.R....	About 30th June	Freight and Passage.
LONDON, &c.....	NUBIA ..... F. J. Fox	July 1st, Noon	*See Special Advertisement.*

For Further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 17th June, 1905. [2

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home.

Without doubt this is the Finest Blend of TEA at the Price, to be had in China.

LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED
FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom,
Per 10 Catty Box, $17.50. Per 5 Catty Box, $10.00.

Hongkong, June 16th, 1905. [34

KÜPPER'S
PILSENER BEER.

The best PILSENER in the East; ask for Küpper, and see that you get it.

Telephone No. 78.

CALDBECK, MACGREGOR & CO.,
SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL,
Hongkong, 6th June, 1905. [37

E. C. WILKS & CO.,
CONSULTING ENGINEERS, ETC.,

are Sole Agents for—

The General Electric Co. of London, and have a large stock of Electric Fittings, Cables, Wire, Lamps, Electroliers, etc., on hand,

AT 12, BEACONSFIELD ARCADE,
HONGKONG.

INSPECTION INVITED. ESTIMATES GIVEN.

Also Sole Agents for:

H. W. John's Canadian Asbestos Goods, stock on hand.

THORNYCROFT MOTORS.
W. H. ALLEN & SON, BEDFORD.
Stewart & Lloyd's Steel Plates, Angles, Tubes, &c.

Hongkong, 1st June, 1905. [2c

Intimations.

When nature flags,

and health fails, try

BOVRIL

57]

PURE AND CHEAP

California Riesling	- -	$6.50 per Dozen	Quarts
Do.	Do. - -	3.75 " "	Pints
Do.	Hock - -	6.50 " "	Quarts
Do.	Do. - -	3.75 " "	Pints

H. PRICE & CO.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1905. [36

PHOTO SUPPLIES.

LONG, HING & Co.,
17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager.

Hongkong, 7th February, 1905. [26

VICTORIA HOTEL, *SHAMEEN, CANTON,* — ON THE BRITISH CONCESSION.

MACAO HOTEL, *MACAO, CHINA,* — IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

[77

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1905. [44

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 7.30 a.m.	...Every 30 minutes.
7.30 a.m.	to 8.00 a.m.	...Every 10 minutes.
8.00 a.m.	to 8.30 a.m.	...Every 15 minutes.
8.30 a.m.	to 9.30 a.m.	...Every 10 minutes.
9.30 a.m.	to 11.00 a.m.	...Every 15 minutes.
11.30 a.m.	to 12.45 p.m.	...Every 15 minutes.
12.45 p.m.	to 1.15 p.m.	...Every 10 minutes.
1.15 p.m.	to 1.45 p.m.	...Every 15 minutes.
1.45 p.m.	to 2.15 p.m.	...Every 10 minutes.
2.15 p.m.	to 3.00 p.m.	...Every 15 minutes.
3.30 p.m.	to 5.00 p.m.	...Every 15 minutes.
5.00 p.m.	to 8.00 p.m.	...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	to 9.00 a.m.	...Every 15 minutes.
9.00 a.m.	to 9.30 a.m.	...Every 30 minutes.
9.30 a.m.	to 10.30 a.m.	...Every 15 minutes.
10.30 a.m.	to 11.00 a.m.	...Every 10 minutes.
12.00 Noon	to 1.00 p.m.	...Every 10 minutes.
1.00 p.m.	to 5.00 p.m.	...Every 15 minutes.
5.00 p.m.	to 6.00 p.m.	...Every 10 minutes.
6.00 p.m.	to 7.00 p.m.	...Every 15 minutes.
7.00 p.m.	to 8.00 p.m.	...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 29th December, 1904. [65

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," .....2,363 tons.....Captain H. D. Jones.
" "POWAN," .....2,338 " ..... " G. F. Morrison, R.N.R.
" "FATSHAN," .....2,200 " ..... " R. D. Thomas.
" "HANKOW," .....3,073 " ..... " C. V. Lloyd.
" "KINSHAN," .....1,995 " ..... " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," .....1,998 tons,.....Captain W. E. Clarke.

Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," .....219-tons.....Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," .....588 tons.....Captain W. A. Valentine.
" "NANNING," .....569 " ..... " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures, from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single $15.00. Return $25.00.
Canton to Tak Hing ... .Single $12.50. Return $21.00.
Canton to Samshui.....Single $7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN".....Capt. B. Branch. S.S. "SANUI".....Capt. J. Willox.

Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiuhing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single $17.50, Return $30.00. Round trip tickets to Wuchow returning via Canton or vice versa $36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"...Capt. R. Birss. S.S. "HONGKONG"...Capt. Maxfield

Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

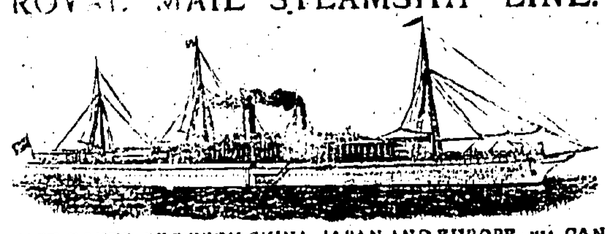
FARES:—Hongkong to Kong Moon.. .....Single $6.00
Hongkong to Kumchuk .....Single $7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 17th June, 1905 [9

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "EMPRESS OF INDIA"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 21st June.
" "TARTAR"	4,425	W. Davison, R.N.R.	WEDNESDAY, 5th July.
" "EMPRESS OF JAPAN"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 12th July.
" "EMPRESS OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
" "ATHENIAN"	2,440	S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.

Hongkong to London, 1st Class.....*vid* St. Lawrence £60. *Vid* New York £62.
Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... " £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E BROWN, General Agent,
Hongkong, 14th June, 1905 9, *Pedder's Street.* [10

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST,

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.	
C. FERD. LAEISZ / von Hoff	H'VRE, DUNKIRK, B'MEN & H'BURG. (Calling at S'PORE, PENANG & COLOMBO).	22nd June.	Freight.
BRISGAVIA / Russ	HAVRE, ANTWERP and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	30th June.	Freight.
SITHONIA / Hildebrandt	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	12th July.	Freight.
ACILIA / Schülke	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	26th July.	Freight.
ALESIA / Sachs	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th August.	Freight.

For further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Hongkong, 15th June, 1905. No. 1 Queen's Buildings. [4

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage, besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
Hongkong, 16th November, 1904. [47

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Steamers.	Sailing Dates.
ZIETEN	THURSDAY, 22nd June.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON THURSDAY, the 22nd day of June, 1905, at Noon, the Steamship "ZIETEN," of the NORDDEUTSCHER LLOYD, Captain F. von Binzer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on TUESDAY, the 20th June, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 21st June, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 21st June.
Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to alteration).

Steamers.	Tons.	Sailing Dates.
WILLEHAD	4,761	TUESDAY, 27th June.
PRINZ WALDEMAR	3,227	TUESDAY, 25th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.

ON TUESDAY, the 27th June, 1905, at Noon, the Steamship *WILLEHAD*, Captain Ph. Obenauer, with Mails, Passengers and Cargo, will leave this port as above.
The steamer has splendid accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

For	Steamers	About
KOBE & YOKOHAMA	*PRINZ WALDEMAR*	TUESDAY, 20th June, 10 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*SACHSEN*	WEDNESDAY, 21st June.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	*SCHARNHORST*	WEDNESDAY, 5th July.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
Hongkong, 19th June, 1905. AGENTS. [3

JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS ...	JAPAN	First half July	JAVA PORTS	Second half July
TJILATJAP...	JAVA PORTS	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAHI.....	JAPAN	Second half June	JAVA PORTS	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
For Particulars of Freight and Passage, apply to
THE HEAD AGENCY
OF THE
JAVA-CHINA-JAPAN LIJN.
Telephone No. 375,
ALEXANDRA BUILDINGS, 3rd Floor.
Hongkong, 7th June, 1905. [14

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,
from Shanghai, has opened a
FURNITURE STORE
at
No. 45, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ld., Joint Telegraphs Cos.; and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."
(Sd.) A. S. WATSON & Co., Ld.

ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 6th December, 1904. [60

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS
TO ORDER IN
EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.
Hongkong, 10th May, 1905 [17

THE WISE MAN

BUYS A "SINGER"; IT'S TRUE ECONOMY.

5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS.
It's something you need.

SHOW-ROOMS:—1, WYNDHAM STREET.
Hongkong, 25th March, 1905. [48

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.
Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.	Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 46.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 370, 506, or 681.
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.
Yokohama, May 23rd, 1905. [76

C. W. MEAD, C.E., President and Shanghai Manager.
N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY,

CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS,
HONGKONG, SHANGHAI AND MANILA.
Cable Address: WERRICK, HONGKONG.

Railway
Hydraulic
Mining and
Sanitary
Engineering.

A Speciality made of Reinforced Concrete and Concrete Piles.

Examinations Surveys Reports and Estimates.

On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905. [208

"MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,
LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,
LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
NO PUMPS. NO HOSE. AUTOMATIC.
Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
Guaranteed to remain in working order for any length of time.
SIMPLEST HANDLING.
Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting.
Destroys all smoke.
Can be used by anyone, even lady or child.
Minimum of Price, Weight and Size.

"MINIMAX"

Always ready for immediate use.
Requires only one hand to hold.
Weight only 18 lbs. when full.
Maximum of simplicity and effect.

Hongkong, 10th May, 1905. [553

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
10, D'AGUILAR STREET, HONGKONG,
(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,	CALCUTTA,	SHANGHAI,
21, John Street, Bedford Row, W.C.	59, Bentinck Street.	566, Nanking Road

Hongkong, 24th March, 1904. [40

Hotels.

FOR HOTEL COMFORT AND THE BEST BILLIARDS
GO TO THE

KOWLOON HOTEL.

KOWLOON. J. W. OSBORNE, Proprietor and Manager.
29]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.
For Terms, &c., apply to the MANAGER.
Hongkong, 2nd July, 1900 [28

Telegraphic Address: 'CONNAUGHT.' **CONNAUGHT HOTEL.** *Telephone,* No. 170.
HONGKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and Lofty Rooms, Elegantly Furnished.
Hydraulic Elevator.
Hot and Cold Water Baths and Shower Baths.
Flush Water Lavatories.
Excellent Cuisine and Wines.
Under European Management.
Launch Service for Guests.

Hongkong, 16th June, 1905. [658

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT No. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 30th July, 1904. [66

THE AMERICAN SYSTEM OF DENTISTRY.
M. H. CHAUN, D.D.S.,
17, DES VŒUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904. [67

Intimation.

WM. POWELL,

LIMITED.

—ALEXANDRA BUILDINGS.—

NEW

MUSLINS,

ALPACAS,

DRESS-

LINENS,

HOLLANDS,

VOILES,

FOULARDS,

SILKS,

&c., &c., &c.,

for light

SUMMER

GOWNS.

DRESS-MAKING

A Specialty.

LATEST

FASHIONS

from

LONDON,

PARIS,

and

NEW YORK

RECEIVED EVERY

WEEK.

BATHING

COSTUMES.

CAPS

and

SANDALS.

Everything New and

up-to-date

at

POWELL'S

HONGKONG.

Hongkong, 19th June, 1905. [35

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to sell by PUBLIC AUCTION,

For Account of the Estate of the late EDWARD L. HEATH,

on

WEDNESDAY,

the 21st June, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,

THE GOODS AND CHATTELS

of the above-named Deceased,

Consisting of

SURVEYING INSTRUMENTS, &c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 19th June, 1905. [664

Intimations.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, TO-MORROW, the 20th instant, at 12.30 P.M., when the subjoined Resolutions which were passed at an Extraordinary Meeting of the Company, held on Saturday, 3rd of June, 1905, will be submitted for confirmation as Special Resolutions.

RESOLUTIONS.

1. That it is desirable that the Company may be dissolved and that it be wound up voluntarily.
2. That the General Managers be and they are hereby appointed Liquidators.
3. That the Liquidators be and they are hereby authorised to consent to the registration of a New Company to be named the "PEAK TRAMWAYS COMPANY, LIMITED," with a Memorandum and Articles of Association which have been prepared with the approval of the Consulting Committee of the Company.
4. That the Liquidators be empowered to sell to the "PEAK TRAMWAYS COMPANY, LIMITED," the undertaking of this Company at the price of $200 per share either in cash or shares of the "PEAK TRAMWAYS COMPANY, LIMITED," at the option of Shareholders of this Company and to enter into all necessary Agreements to that effect.

JOHN D. HUMPHREYS & SON,
General Managers.

Dated 19th June, 1905. [631

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

THE FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, 21st June, 1905, at 11 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 28th February, 1905, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 17th, to WEDNESDAY, 21st June, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 9th June, 1905. [646

CHINA LIGHT AND POWER COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY MEETING of the above-named Company will be held in the Company's Offices, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, the 21st June, 1905, at a quarter-past Eleven o'clock A.M., when the subjoined Resolution will be proposed.

Should the Resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a Second Extraordinary Meeting which will be subsequently convened, and in the event of it being confirmed the Shares will be offered to Shareholders on the Register on the Eighth day of July in proportion to their then holdings, and all Shares not applied for by Shareholders will be disposed of by the General Managers in accordance with Article 8 paragraph 2 of the Company's Articles of Association.

RESOLUTION.

That the Capital of the Company be increased to $500,000 by the creation of 20,000 new shares of $10.00 each.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 9th June, 1905. [647

BAY VIEW HOUSE,
MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and for the benefit of HONGKONG VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS, TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number at the shortest notice, and at the most reasonable prices.

On SUNDAYS Meals served *a la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including Ices, may be had at the lowest prices.

After one trial of the fancy fare at BAY VIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."

Macao, 7th June, 1905. [641

Intimations.

WILTSHIRE
As Supplied to
HARRIS'S
His Majesty The KING
BACON & HAMS

Gold Medals PARIS 1889 & 1900

Regd HARRIS, CALNE, WILTS Brand

HARRIS, CALNE, WILTS, England.

REPRESENTATIVES FOR HONGKONG & CHINA,

HOWARD & Co.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [579

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

53, QUEEN'S ROAD,
Watson's Building.

51]

A FOOK & Co.,
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch.

Moderate terms.

Orders solicite.

Hongkong, 23rd February, 1905. [62

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903. [59

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN *Ice House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS
a speciality.

Hongkong, 22nd Septembr. 1905. [56

COMMERCIAL.

FREIGHT.

Messrs. Lamke & Rogge write in their report of 17th inst. as follows:—

Since issue of our last circular, dated 2nd instant, little, if anything, of a new or interesting character has developed in the freight market, the recent naval encounter and, in connection therewith, the restoration of freedom in the shipping trade having so far failed to cause any substantial all-round expansion. However, as matters stand, neither the Southern nor Northern markets are burdened with an excessive amount of tonnage, and the equilibrium between supply and demand, which has up till now existed, at least in regard to handy-sized craft, will hardly much suffer, even in case the slackness of business in certain directions should only gradually give way to a livelier state of affairs.

Concerning trip-chartering in the South, the lack of inquiry for tonnage to load at Saigon for Hongkong has continued. Owing to the limited demand from consuming quarters, Saigon prices have slightly receded, but are still on such a level as to render chartering difficult, besides stocks through a few sales to the Philippines are somewhat reduced again, and what remains is firmly held by dealers.

From Saigon to Philippine ports a couple of fixtures have been effected on basis of last rate paid, viz., 31 cents per picul, and in addition some of the Manila-owned boats are said to have been taken up elsewhere. Further inquiry does not appear to exist for the moment.

There has been some slight demand for tonnage to load Saigon for Japan, business, however, did not result owing to price of rice not proving within reach of intending buyers.

The authorities at Saigon have, according to telegraphic advices from Messrs. Wm. G. Hale & Co., dated 5th instant, established quarantine measures against Hongkong, 12 days being enforced against all arrivals from here including voyage.

From Iloilo to Ningpo two small-sized vessels met with comparatively good employment, securing 42½ cents and 36 cents per picul, respectively.

Hongay/Hongkong a vessel is reported fixed at $2 per ton.

From Bangkok to this no settlements have been effected, neither from Java to our port. The bad state of the local sugar market continues causing an ill-effect on business in the latter direction.

A further fall has taken place in rates from Yangtze ports, only 20 candareens being obtainable now from Wuhu to Swatow and Wuhu/Canton.

Produce having become cheaper in Newchwang, some inquiry has cropped up for tonnage to load for Southern ports, but actual charters are so far not reported yet.

Coal Freights:—As anticipated the Japanese authorities have not delayed long in taking off the restrictions against the export of coal, and chartering has become practicable again. Two settlements are reported locally, business having been done from Moji to this at $1.50 and from Kuchinotzu to Hongay at $2.25. Authentic opinion seems unanimous, that the present scarcity of coal will last well over the year, a circumstance which would make prospects of chartering operations on any large scale appear rather dim for some time.

On monthly basis two steamers have been taken up as per list of settlements, both being intended for special trade.

Sail Freights:—British bark *Lawhill* has been chartered elsewhere to load for Baltimore and New York.

Sail-Tonnage loading or to load.—For Baltimore and New York. American ship *A. G. Ropes*, arrived 16th March. British bark *Lawhill*, arrived 3rd June.

Disengaged:—British ship *Deccan*, 1,835 tons. British bark *Jordanhill*, 2,176 tons. British ship *Scottish Hills*, 1,994 tons. British ship *Comliebank*, 2,154 tons. British ship *Sierra Lucena*, 1,621 tons. British ship *Travancore*, 2,200 tons (left May 31st for Port Angeles, but was towed back June 8th after having been aground in Harlem Bay).

THE NORTH SEA FISHERS.

INTERVIEW WITH ONE OF THEM.

It is a hard life trawling with the North Sea Fleet, even without being fired at by Russian warships, and James Barnes, with whom a representative has had a talk, told a grim tale.

"I have had to give it up," said he, as he turned from his work of braiding nets ashore. "I was 'doctoring' continually during the last five years afloat, with a chronic disease of the stomach. The doctor took me to two specialists, but none of them gave me any hope of getting well. They said I must live on milk food only, and that is no diet for a sailor! So I gave up the struggle.

"An old friend of mine who, like myself, had been laid up, was cured—'like magic,' he said—by Dr. Williams' pink pills, and I, too, began to take them. So soon did they begin to do me good that, before the third bottle was finished I felt quite my old self. I could take my regular food without the horrible sick faintness after it which made me so miserable before I used these pills. In fact, I improved all round and am now a younger man altogether, ready any time for a good, hard day's work. I can work from early morning to night, and never feel tired. I have astonished my doctors. One of them said, 'Your stomach has healed splendidly!' and when I told him that was owing to Dr. Williams' pink pills, he said, 'They have done wonderful things for you.'"

Mr. Barnes, whose home is at 27, West-street, Cleethorpes, Grimsby, England, is one of many bread-winners who owe the continuance of their working life to Dr. Williams' pink pills. These pills give strength; they are not a purgative. They cure indigestion and stomach disorders, as they cure rheumatism, eczema, anæmia, and other disorders arising out of impoverished or poisoned blood, by making new blood. St. Vitus' dance, paralysis, fits, nervous breakdown, and other nerve troubles are cured by them in the same way, and women know why the new, regular blood which these pills make does them so much good. Dr. Williams' medicine co., Holborn viaduct, London, send a bottle for two shillings and ninepence, or six for thirteen and nine; but they can be had at most medicine shops. [92

Consignees.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 17th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 16th June, 1905. [662

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after the 20th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 17th June, 1905. [663

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Marmora* and *Persia*.

From Australia, *ex* S.S. *Himalaya*.

From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 8 A.M., TO-MORROW.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 15th June, 1905 [2

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 19th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 12th June, 1905. [652

S.S. "OCEANIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Danube* and *Dordogne*, from Havre ex s.s. *Dordogne*, and from Bordeaux ex s.s. *Ville de Valenciennes*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded as unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 20th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 20th instant, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 20th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th June, 1905. [9

Intimations.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF JAMES GEORGE REID, LATE OF VICTORIA, IN THE COLONY OF HONGKONG, MASTER MARINER, LATE IN COMMAND OF THE STEAMSHIP "SHUN LEE," *Deceased.*

NOTICE is hereby given that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting to the 4th day of July, 1905, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 3rd day of April, 1905.

ARATHOON SETH,
Official Administrator.

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THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price ($2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 39, Des Vœux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904. [63

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 1st April, 1901

THE WINE GROWERS SUPPLY CO.

BARRETTO & Co.,

General Agents, Hongkong.

COGNACS.

L. ROZET & CO., BORDEAUX.

Special Brands.

Cognac, * * * ...	$15.00	Per Dozen	Case
" S. O. P. ...	18.70	"	"
" Very Old Fine Champagne	22.50	"	"
Cognac, Grande Fine Champagne, Blue Ribbon Guaranteed 12 Years Old.....	31.50	"	"
Cognac, Grande Fine Champagne, Green Ribbon Guaranteed 20 Years Old	46.70	"	"
Cognac, Grande Fine Champagne, Red Ribbon Guaranteed 30 Years Old	56.00	"	"

BARRETTO & Co.,

Agents,

Nos. 22 & 24, Bank Buildings,

Queen's Road Central.

Hongkong, 19th June, 1905. [42

Intimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

SCOTCH WHISKY.

WATSON'S

"GLENORCHY"

BLEND.

("B" Quality.)

PURE MALT WHISKY.

VERY OLD.

A FINE "SODA" WHISKY.

$12.00.....Per Case

Equal to any imported Bottled Whisky at $16.00.

WATSON'S

CELEBRATED

E

BLEND

VERY OLD LIQUEUR SCOTCH

WHISKY.

The Perfection of Whiskies.

$16.50.....Per Case.

A. S. WATSON & Co.,

LIMITED,

WINE AND SPIRIT MERCHANTS.

BLENDERS AND BOTTLERS.

ESTABLISHED 1841.

Hongkong, 17th June, 1905. [3

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL.

1ST FLOOR.

WHISKIES.

Per dozen.

Club No. 1 - - - $18.00

Royal Old High-

land - - - - 24.00

J.R.D. Plain - - 11.75

J.R.D. * * * - - 14.25

Hongkong, 19th June, 1905. [33—2A

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies: Daily, ten cents: Weekly, twenty-five cents.

BIRTH.

June 18th, at Westbourne Villa, N., to Mr. and Mrs. GEORGE CURRY, a son. [168

The Hongkong Telegraph

HONGKONG, MONDAY, JUNE 19, 1905.

FINGER PRINTS.

An extremely brutal murder recently perpetrated at home by two young brothers, who have since expiated their crime on the scaffold, has furnished the first case in which evidence for the Crown on the capital charge has rested largely on the finger-print system of identification. It was proved to the satisfaction of the jury that the accused entered a small shop in the Deptford district of London, and after murdering the proprietor and his wife, proceeded to ransack the premises and then decamped with a few paltry pounds in their possession. Unfortunately for them they did not leave the place unobserved, and when subsequently the accused were brought up in the custody of the police evidence was tendered that finger marks about the shop corresponded with finger-print impressions made by the prisoners after arrest. The defence maintained that this system of identification was insufficient to warrant a conviction, and Mr. Justice Channell pointed out that where the prints were taken for the purpose of identification of a criminal whose impressions the police already possessed, the system seemed to be extremely reliable, but he directed the attention of the jury to the fact that it was an entirely different thing to apply the system to a casual mark made by the perspiration of the thumb on the object. Other evidence, of a circumstantial nature, was forthcoming and the prisoners were found guilty. We are not aware that this system of identification has ever secured the conviction of criminals in Hongkong, though there can be no doubt that since Mr. F. J. Badeley introduced it into Victoria Gaol in March of last year that many valuable points have been noted from it. At the present time all criminals have their finger prints taken on admission to the prison, and as Mr. Craig took up the study of the system at New Scotland Yard while, at home, the development of the science in connection with the detection of crime in Hongkong should proceed unchecked. Under proper control there is much to be said in its favour as a great and reliable means of identification, although in inexperienced hands it is quite possible it may become a menace to the administration of justice. According to the expert evidence adduced at the murder trial at the Old Bailey, the point to be born in mind is that it is not enough that there should be two or three points of resemblance between two prints, but that the prints must be absolutely identical. The whole system is based on the fact that a finger print does not appreciably alter after birth, and, therefore, the differences, if any, are far more important than stated points of resemblance. One distinct and clear fundamental difference between two prints establishes this fact beyond a doubt that they are from different individuals even in the presence of a multitude of similarities. It is to be noted further, that as the area of a print is diminished the danger of coming to a wrong conclusion from similarities is increased. This, of course, is of importance in connection with casual and accidental prints. We have all heard of how attempts are made among habitual criminals to get rid of the tell-tale marks by wearing gloves and finger stalls, but it will be a long time before the professional crib-cracker in Hongkong will learn to appreciate the delicate machinery which the police will be able to put into motion in order to ensure his arrest.

LOCAL AND GENERAL.

THE English Mail of the 20th May was delivered in London on the 17th June.

THE typhoon crossed Formosa last evening and was lying this morning to the North of Meiaco Sima. It continues to move towards NE.

LEAVE of absence on private affairs to the neighbouring countries has been granted to Lieut W. V. Nugent, Royal Garrison Artillery, from 26th inst. to 26th August.

MESSRS. Reuter, Brockelmann & Co., send us a copy of the revenue account and balance sheet for last year, of the Aachen and Munich Fire Insurance Co., of Aachen, Germany.

MR. W. A. Farwell, of the Public Works Department, charged a coolie with theft of two teakwood foot-boards from his yacht in the harbour on Saturday last. Mr. F. A. Hazeland sent the man to 14 days' hard-labour.

THE British Minister has informed the Waiwupu that at the West River and other waterways in Canton there are many pirates and that Viceroy Tsen Chun-hsuan and General Li shall take steps to suppress and control them.—*The Universal Gazette.*

CAPT. Stewart, of the China Merchants s.s. *Chiyuen*, from Shanghai, reports that on Saturday the ship passed a Japanese squadron consisting of two armoured cruisers and two torpedo boats off Wenchow, some 320 miles from Hongkong. The ships were steering a northerly course.

SINCE the beginning of January, 167 cases of plague have been notified to the sanitary department. Of these 158 have ended fatally. During the forty-eight hours ended at noon to-day, five fatal (Chinese) cases were reported. Last week there were 25 cases and 26 deaths. Two of the cases were imported from Canton.

IN the case in which Ui Ngan Sun sued Wai Lai Tong for $841.28, Mr. P. W. Goldring appearing for the plaintiff and Mr. F. X. d'Almada e Castro for the defendant, the former applied to the Puisne Judge this morning for leave to withdraw the suit, the money at issue having been paid. The application was granted.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 18th June, 1905.

	Library	Museum
Non-Chinese.....	248	88
Chinese	102	1,454
Total.....	350	1,542

"THE YELLOW DRAGON" for June has been issued, and will undoubtedly prove a popular number, as in addition to quite a number of useful items Dr. G. H. Bateson Wright has contributed some particulars of the staff at Queen's College. The frontispiece is a reproduction of a photograph of a group of the masters at the College.

CHAN Shan, shroff at the Magistracy, was placed before Mr. F. A. Hazeland this morning, charged with the embezzlement of the sums of $5 0, and $515, on the 7th of March and 10th May respectively. Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon defended. No evidence was taken, and the case was remanded till Thursday next, bail being allowed in the sum of $2,000.

THE British Minister recently informed the Waiwupu that the Hongkong Government intends to build a railway between Canton and Kowloon and that Sheng Kungpao shall complete negotiations with the British authorities at once. The railway was originally a joint concern of the Chinese and the British but now the British want to have the railway as purely British up to 25 miles from Canton and from there to make it a joint concession. The British Minister now endeavours to conclude the matter with the Waiwupu.—*The Universal Gazette.*

TWO cases were set for hearing in the Summary Court this afternoon, but after His Lordship, Mr. Justice Wise, had been seated some time, and no parties to either suit putting in an appearance, the cases were ordered to be struck off. In adjourning the Court His Lordship remarked that presumably the cases had been settled, but that was no reason why he should not have been informed, and under such circumstances as these if legal representatives in cases set to come before the Court at stated times neglected to put in an appearance, "they really ought to pay the costs themselves."

AT the Supreme Court this morning, before the Puisne Judge (Mr. A. G. Wise), the Yee Hop firm sued the Yue Hing firm for $867.87 for goods sold. Judgment was given for plaintiffs with costs. According to the report of the Registrar, Mr. P. W. Goldring, of Messrs. Bruton, Hett, and Goldring appeared for the plaintiffs, and Mr. F. X. d'Almada e Castro for defendant. Mr. d'Almada asked that both parties pay their own costs as the case had been brought somewhat prematurely. This Mr. Goldring opposed, and His Lordship said he did not see any reason to give judgment other than according to the Registrar's report. Judgment accordingly.

A CORRESPONDENT writes to say that a large gathering of the Parsee Community was present at the Parsee Club on Saturday evening at a dinner given by the community to three well known Parsee merchants on the occasion of their departure from the Colony on Wednesday next per s.s. *Empress of Japan*. They are Mr. Hormusjee Rottonjee, the well-known store keeper and the proprietor of the "Occidental Hotel." Mr. Hormusjee Cawasjee Gotta, the proprietor of Messrs. P. D. Gotta & Co., and Mr. Merwanjee Nanabhoy Mehta, the proprietor of the firm of M. N. Mehta. They are going to England via Japan and America and will return via India. Dr. Jehangir S. Khambata, L. R. C. P., M. R. C. S., presided at the dinner during which the health of the departing guests were drunk and eulogistic speeches made. The Club was prettily decorated for the occasion.

PROPERTY SALES.

At the offices of the Public Works Department this afternoon the letting by public auction was put up for sale of a lot of Crown land near Magazine Gap for a term of 75 years. This lot is registered as Garden lot No. 24; contains 7,800 square feet, and carries with it an annual Crown rent of $18. The upset price was $390.

There was no competion, and the lot was knocked down to Mr. Duncan Clark, whose property it adjoins for $410. Mr. Clark intends to use the lot for a lawn tennis court.

This afternoon Messrs. Hughes and Hough, under instructions from the Trustee in Bankruptcy, put up for sale by public auction the leasehold property known as Nos. 1 and 2, Pak Tsz Lane, registered in the Land Office as the remaining portion of Section 'C' of Inland Lot No. 62, held for a term of 999 years from the 7th day of February, 1852. The annual proportion of Crown Rent is $17 81; the area 1,516 square feet or thereabouts, and the property is let for $95 a month.

Mr. John Hastings was vendor's solicitor.

Bidding was very slow, and the lot was eventually knocked down for $6,100 to Mr. J. R. Michael.

ADMIRAL ROHJESTVENSKY'S COUNCIL OF WAR.

The *Asahi* publishes an interesting account of the council of war held on board the flagship of Admiral Rohjestvensky before he left the coast of Annam. The account is supplied by a Russian officer now a prisoner at Nagasaki.

The officer, according to his interviewer, stated that the third Baltic Squadron (Nebogatoff's) left Jibutil at noon on April 4th last, when the signal was displayed on the flagship, "Be prudent and join the Second Squadron without fail." Navigation of the Indian Ocean proved more difficult than was anticipated, and some of the men, unused to such a voyage and climate, became unfit for duty. At Singapore news was obtained of the whereabouts of the Second Squadron, and a junction was effected off Annam on May 5th, when the men of each ship on deck parade cheered in honour of the Tsar. The highest spirits prevailed, and a holiday was given the men with an allowance of grog. A few days afterwards a council of war was held on board the flagship of Admiral Rohjestvensky, when the course to be taken for reaching Vladivostok was considered. The council lasted several hours. One Admiral said the enemy on the Japan Sea was not to be despised and moved that the Fleet should advance through the Soya Straits in order to avoid the Japanese. Another Admiral, seconding the motion in favour of the general route, suggested that the Pacific coast of Japan should be menaced and the passage of Tsugaru Straits forced. A Captain remarked that the squadron was the successor of Nelson's great fleet which confronted and overcame half the sea power of the world and thought that the Russian need not fear the Japanese on the Japan Sea. He suggested that Formosa should be taken in one action and a base of operations established. The junior officers of the council heartily supported this scheme amidst applause. The motion was carried, but the Commander-in-Chief, after consulting with his Staff, declared that the fleet would make for Vladivostok through the Tsushima Straits Cheers followed the announcement. With a glass of champagne in his hands, and in the most solemn tones, Admiral Rohjestvensky toasted the Russian Empire and wished for good fortune in the coming battle. The toast was drunk and followed by cheers. The assembly then broke up, and the band of the flagship played as the officers returned to their ships. On the 18th May the squadron left Annam waters, the following signal being displayed from the flagship:—"The enemy is near, the destination distant. The destiny of Russia in the campaign will be decided during the coming week, and all are asked to work valiantly for the honour of Russia."

WEI-HAI-WEI GOLD MINING COMPANY, LTD.

The first meeting of the shareholders of the above company in accordance with the provisions of section 38 of the Companies Ordinance of Hongkong, took place at Shanghai, on Tuesday last. The chair was occupied by Mr. E. S. Little.

The Chairman said that as it was merely a statutory meeting, no resolutions would be put to the shareholders, and he would simply give a statement as to the present position of the Company. He was anxious that the shareholders should have as clear an account of the present working of the mines as possible, and for that purpose he would read over the supplementary report for the month of May of Mr. Verschoyle, the mining manager. The report commenced with a few notes on the geological formation of the country in and around the mines, in order to give a clearer impression of the present situation. The report then went on to state:—

"Glancing at the longitudinal section which accompanies this report it will be seen that at the 100 foot level we have cut through two distinct shoots of ore. These were both cut on the surface and are evidently both going on down below the 100 foot, as is evidenced by the developments in No. 3 shaft and No. 2 winze. In both cases also it is plain that in both size and value they are increasing. It is unusual to see two so close together and having no connection with one another. Also from the fact that both the No. 3 shaft and No. 2 winze which are cutting diagonally across the shoots, continue in a good width of ore at a point where we might reasonably expect them to be thinning out.

We may conclude that both shoots are lengthening. We are therefore led to the final conclusion that whether above or below the 200 foot level, we will eventually have one body of ore as outlined by the blue colouration in the section herewith.

I would here emphasise the fact that this and subsequent deductions are based on a somewhat meagre supply of facts, they may prove entirely erroneous, they are only introduced here because I wish to exploit the 200 foot level is justifiable, a point which I know you must wish to feel assured upon.

The estimate of ore tonnage above the 100 foot level as per separate sheets herewith, shows that as the result of our operations at the 100 foot we have:—

	Tons	Value	Profit.
Ore standing ready for stoping 608		$2,775.20	303.32
Ore on dumps, ...300		$1,080.00	786.00
Total 908		$3,855.20	1,089.32

N.B.—All values in Dollars gold.

A result that leaves much to be desired."

The chairman here remarked that these results certainly left a good deal to be desired, but he thought the prospects for the future were much brighter.

"In calculating the profits I take the following figures, which are based on the Korean mines practice with due allowance for difference in conditions.

Mining	$1.00
Sorting	$2.05
Milling	$0.98
Cyaniding	$0 20
General	$0 50
Total.....	$2.73 (Gold)

The cost of milling 1691 tons in December was $1.26. I think that with certain alterations this may be reduced to $0 98 and later perhaps, lower.

The cyaniding costs contemplate treatment of concentrates only or about 6 per cent of the ore mined. The item "mining" includes the cost of development, that is to say cost of main shaft, levels, winzes, etc. It is obvious that the tonnage and value of ore opened up on say the 200 foot level must be considerably greater than that over the 100 foot to make it a payable transaction. Altogether it will take about 760 feet, some of which is already completed to open up the 200 foot level. Taking the May per foot cost at $11.80 the total cost of this work will be $8,968 Mex. exclusive of European salaries and Shanghai office expense. Taking the cost of development at 25 per cent of the total cost of winning and treating the ore (a figure which it should not exceed) the total tonnage developed should have a value not less than $35,872 (Mex.)

Now referring again to the section herewith, we may take the two portions patched yellow as the ore we may reasonably expect to find and that coloured blue as what we may hope to find. Taking the value of that part of No. 1 shoot standing over the 100 foot level i.e. $4.15 as a basis of valuation we may then expect to find 4,400 tons of ore worth $36,520 (Mex). This is allowing a width of ore only 4 feet whereas in both the No. 3 shaft and No. 2 winze the width appears to be considerably greater than this. Also it may be mentioned that whilst I have only considered what is known as the west lode there is every reason to anticipate that the available ore will be materially increased from the east lode; and if so will very much reduce the cost per ton of development as the cost of much of the work would be dividend between the two.

As far as can be seen from present development, where there is ore in the west lode there is also a paralled sheet in the east, but above the 100 foot level this ore can not be mixed as the main shaft runs through it and would be endangered thereby.

As to treatment of the ore, this is a subject with which it is at present impossible to deal. I think that we will be able to concentrate and cyanide, but in some of the best of the ore now coming to hand there is so much copper that cyaniding would be difficult and besides will not save the copper, which is likely to be of some importance, if the same class of ore continues.

Mill.—Unless exceptionnally good developments occur in ore shoots No. 1 at the 200 foot level it will not be possible to start the the mill under 7 or 8 months with any hope of keeping it going. It will be necessary to open enough ore by the 200 foot level to keep us going until ore can be drawn from the 300 foot.

The ore found at the 100 foot level together with what we have good reason to expect at the 200 foot would keep the mill going on good paying ore for about 3 months allowing a duty of 3 to 3½ per stamp per day. By keeping the main shaft going down and starting winzes from the 200 foot level as soon as possible it will be just about possible to start the mill as soon as the 200 foot level is run out to the end of No 2 shoot. If the ore body proves to be anything like what is shewn by the blue colouration on section all anxiety as to keeping the mill running would vanish at once. No. 3 shoot is also due as shewn on plan but at present I know nothing about its value.

To sum up the situation in as few words as possible, I would say that it is decidedly hopeful. We are by no means out of woods yet but I think that our present shewing gives ample reason for anticipating that we soon will be in that desirable position. The 200 foot level will shew us a lot and we can almost certainly count on sufficient ore to pay expenses of doing the work so that we can wait without much fear of loss for the completion of this work and reasonably hope that it will give us all we require."

The Chairman said it would be impossible to have the mill running for seven or eight months, and thought the shareholders would agree with him that it would be great folly to get a staff of men from home until the mill could be worked to its full capacity. Nothing sensational had happened in the development of the mine, except that one thin rich streak had shown itself, and then disappeared, and spread itself out over a considerable distance. (A large piece of the ore, from this vein, richly streaked, was here exhibited to the shareholders). Referring to the value of the ore *in the mines*, the Chairman said that the highest amount realized in the first 100 feet was seven pennyweights per ton, and the lowest, a half pennyweight per ton. But in the next division, between the one hundred and two hundred foot level, the value had ranged from the fraction of a pennyweight to as high as fourteen pennyweights per ton. Ore that realized below 2.98 per ton was not worked, and only paying ore was put through the mill. In conclusion, the Chairman said that from a careful study of the development of the mines, they had every hope to expect good results in the future, and if they stood and pushed together, the shareholders would be amply rewarded. The directors hoped to have something good to report to the shareholders early in the following year, when they would start crushing again. (Applause.)

There were no questions and the Chairman stated that out of the 27,000 shares, only 2,500 had not been taken up.

The meeting then terminated.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

BRITISH STEAMER MISSING.

ON VOYAGE TO JAPAN.

[*From Our Own Correspondent.*]

Shanghai, 19th June,
10.25 a.m.

Nothing having been heard of the British steamer *Lily East*, which left Colombo for Japan some time since, she has been reported as missing.

ANXIETY OCCASIONED

BY OTHER STEAMERS.

Anxiety is felt in respect of the steamers *Inveric*, *Keemun* and *Dingadie* now believed to be in the Red Sea.

[To what this refers we are at a loss to understand. The *Keemun* is not due in Hongkong until the 16th July, and inquiries of Messrs. Butterfield and Swire, agents for the Ocean Steamship Co., and China Mutual Steam Navigation Co., has thrown no light on the report. Certain it is that no anxiety is felt in Hongkong in connection with the *Keemun*. —ED., *H.K. T.*]

The steamer *Owari Maru* from Muroran to Hokodate went aground on Saturday, and her passengers and mails were transferred to the s.s. *Ise Maru*.

OUTRAGE AT SHANGHAI.

ATTEMPTED DOUBLE MURDER.

[*From Our Own Correspondent.*]

Shanghai, 19th June,
10.25 a.m.

An attempt was made to murder two Sikhs at Pootung on Saturday.

The Sikhs were attacked by persons carrying a hatchet and an iron-shod stick.

One of the Sikhs sustained a fractured skull.

Two Indians were taken into custody, and have since been identified.

There are hopes that a clue will be forthcoming which will lead to the arrest of the person or persons associated with the murder of a Goorka watchman, of the Cosmopolitan and International Docks, the previous week.

DOWNIE VERSUS THE BANGKOK DOCK.

Judgment has been given in the action brought by Mr. W. Downie against the Bangkok Dock Co., Ltd. The suit was for the recovery of 50 shares in the Dock Co, or their value, plus dividends and interest, in all $11,000 odd.

This the Dock Co. resisted on the ground that there was no such understanding, as to distribution of shares, as that upon which Mr. Downie based his action. They pleaded lapse of time, under art, 38 of the Co.'s regulations, prohibiting any right of action; and that on the merits of the case the plaintiff had no right or title to the shares claimed.

The judgment stated, in brief, that Mr. Downie had a right to his share of dividend (90 p. c.) for the years 1882-98, and the 30 p. c. for 1899 together, with dividends. This amounts to $3,000 or 30 shares. The judgment of the Court is—declare the plaintiff entitled to the market value of 30 shares, at the time when the plaintiff submitted this action, in the defendant company together with dividends on the said shares from the date on which they ought to have been transferred to the plaintiff, to the date when the action was commenced with interest at the rate of 7 p. c., and costs.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Suisang*) 20th inst.
German (*Zieten*) 20th inst.
German (*Sachsen*) 21st inst.
American (*Siberia*) 23rd inst.
Indian (*Kumsang*) 25th inst.
French (*Tourane*) 26th inst.

The P. & O. S. N. Co.'s s.s. *Tientsin* left Singapore for this port on 17th inst, at 5 p.m.

The Imperial German Mail s.s. *Sachsen* carrying the German Mail with dates from Berlin of the 23rd ult., left Singapore on Friday, at 6 p.m., and may be expected here on or about 21st inst., at 5 a.m.

The Imperial German Mail s.s. *Zieten* left Shanghai on Saturday at 10 a.m., and may be expected here on or about the 20th inst., p.m.

The M. M. Co.'s s.s. *Tourane* with the next French Mail will leave Singapore to-day at 6 p.m. for this port via Saigon.

TELEGRAMS.

[*Reuter's.*]

The Prospects of Peace.

LONDON, 16th June.

The St. Petersburg press continues to comment in an arrogant manner on the suggestions of peace, declaring that Japan is more in need of peace than Russia.

The announcement of the selection of Washington as a meeting place appears to imply that progress is being made towards making peace, otherwise nothing whatever is known of the pourparleying.

Reuter's correspondent in Washington wires that exchanges progress between Tokio and St. Petersburg, through Washington, for a meeting of General Linevitch and Marshal Oyama in the Far East, in order to sign an armistice and pave the way for a conference in Washington.

Russia.

The Tsar has accepted the resignation of the Grand Duke Alexis from Supreme Chief of the Fleet and the Navy Department, but the Grand Duke retains the dignities of Grand Admiral, and aide-de-camp to the Tsar.

France.

M. Avellan has resigned the Ministry of Marine and M. Rouvier has abandoned the Ministry of Finance and take the Foreign portfolio only.

M. Merlou succeeds M. Rouvier as Minister of Finance.

The Morocco Question.

The German Ambassador in Paris is conducting important discussions with M. Rouvier.

Austria, Italy and America have intimated that they are prepared to join a conference on the Morocco question, provided always that the Powers chiefly concerned accept the invitation.

IN THE WAKE OF THE BATTLE.

TIENTSIN-BOUND SHIP COMES ON THE SCENE.

Captain C. Jones, master of s.s. *Sheikh*, has arrived in Tientsin after a most interesting and occasionally exhilarating experience, says the *China Times*.

The *Sheikh* was bound from Moriran and Otaru, ports of Japan, for Taku, with a cargo of railway sleepers, in which William Forbes and Company are said to be interested. She left Otaru on the 24th May, not knowing that "the acts of God and the King's enemies" etc., as the charter party has it, were to be encountered in full force within a few days. On Sunday the 27th May, as the good ship was ploughing her way to Taku, a quantity of wreckage was espied. This increased in amount, northward of Tsushima Strait, and from the negligent manner in which great fragments of the Baltic fleet were floating about it became evident to the ship's officers that they were on the scene of a great and disastrous naval battle.

Presently some living survivors were found—two unhappy Russian sailors, sitting on a small piece of wreckage. They had almost given up hope of life. The Japanese warships had picked up every survivor they could find; but these men had apparently got out of the way. They were in the last stage of starvation. One of them was so terribly weak that, when brought on deck, he had to be supported.

So far as could be gathered from these poor men, they were the survivors of some six sailors who had found refuge on a piece of wreckage. The other four had dropped off exhausted, or been washed away. They appeared to have belonged to the *Navarin*.

The *Sheikh*, having humanely looked around in vain for any further survivors, proceeded on her voyage, and was soon afterwards hailed by a Japanese warship. The *Sheikh* hove to, and was requested to proceed in company of the warship to the naval port of Sasebo. This order was, of course, complied with, and the *Sheikh* duly arrived in Sasebo the next morning the 29th, after having heard heavy firing to the southward.

At Sasebo, Captain Jones was blindfolded as a precaution, but was well treated, and was allowed to leave again with ship, crew, and cargo intact, on Wednesday, the 31st.

While at Sasebo the officers of the *Sheikh* saw three Russian battleships brought into port, and the whole Japanese squadron in magnificent array, powder stained but sound and intact, came steaming in. At this sight, which might have been expected to arouse a furore of patriotic enthusiasm, there was no demonstration whatever. It was taken as a matter of business.

Capt. Jones suffered no inconvenience beyond the slight delay, which he bore with equanimity, particularly as he learnt that Tsushima Strait was strewn with mines. He was, therefore, safer at Sasebo than in the battle area.

It may be added, in testimony to the humanity of the Japanese authorities, that the mines which they laid were so constructed as to float for twelve hours only, at the end of which limit they sank automatically.

THE chief event of the season at Foochow and one which aroused considerable attention and interest, says the local *Echo*, was the wedding of Mr. J. P. Mackintosh, of the Hongkong Bank, Amoy, and Miss Elsa Drew, the elder daughter of our most respected Commissioner of Customs, Mr. E. B. Drew, which took place on Thursday, the 8th inst.

HONGKONG GYMKHANA CLUB.

Although earlier in the day rain threatened to spoil the second meeting of the Hongkong Gymkhana Club the weather improved towards the afternoon and quite a large number of people availed themselves of the half-holiday on Saturday and journeyed to the Happy Valley for the racing. H. E. the Governor arrived on the ground about four o'clock and the band of the Royal West Kents commenced a selection of music which they played at intervals during the meeting. Brief results of the various events are as follows:—

THREE-QUARTER MILE FLAT RACE.—For Hongkong Subscription griffins of any season. Winners of an open race barred. Winners of an official race to carry 7 lbs. extra; of two or more official races 10 lbs. extra. "Off day" winners and winners at first Gymkhana Meeting to carry 3 lbs. extra. Unplaced ponies in an official race allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra; non-winning Jockeys allowed 5 lbs. Entrance fee $5. 1st Prize: A Cup presented by D. Macdonald, Esq; 2nd Prize: $25.

Hon. Mr. F. H. May's Policy, 11st. 6 lbs ... (Owner)	1
Mr. G. H. Potts' Jungle King, 11st. 7 lbs ... (Mr. Alderton)	2
Mr. W. A. Cruickshank's Black Monday,... 11st. 7 lbs (Owner)	3
Mr. W. Inglis' Forward, 10st. 12 lbs. (Owner)	0
Mr. H. P. White's Two Step, 11st. 3 lbs. (Mr Johnstone)	0
Mr. C. G. Mackie's Alarm, 11st. 7 lbs., (Owner)	0

This was a capital race ending in an exciting finish.

Time—1 m. 40 2/5 secs.

TENT PEGGING.—Best of three runs. Points for pace and style. Open to any class of Pony. Entrance fee $3. 1st Prize: presented. 2nd Prize: $25. The competitors were Messrs. W. A. Cruickshank, W. B. Elwes, J. Johnstone, Capt. Elgood and Beresford. The event resulted in a win for Mr. Johnstone with Mr Cruickshank second.

GYMKHANA CLUB CHALLENGE CUP.—Distance One Mile.—Value $400. For all China Ponies. Catch Weights at 10 st. 6 lbs. Winners of an open griffins race 5 lbs. extra. Non-winning Subscription Griffins allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra. Non-winning Jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of $5 to go in the purchase of a memento to the winner of each race, and $15 to second pony out of the Club funds. At the conclusion of the Season a Cup, value $100, will be presented to the Owner of the pony obtaining the second highest number of marks.

Mr. J. Johnstone's Border Raider, 10st. 13 lbs. (Mr. Cruickshank)	1
Hon. Mr. C. W. Dickson's Ca Canny, 11 st. 4 lbs. (Mr. Johnstone)	2
Mr. F. Owen's Grafton, 10st. 1 lb. (Mr. Leslie)	3
Mr. G. H. Potts' Tuscan King, 10st. 8 lbs. (Mr. Alderton)	0
Mr. P. Simcock's Mick, 10st. 1 lb. (Owner)	0
Mr. B. P. White's Beancake, 10st. 6 lbs.... (Mr. Robertson)	0

Beancake was beaten almost on the post.

Time—2 m. 12 4/5 secs.

LADIES' NOMINATION.—Gentlemen "A" started dismounted at half-mile post. On the word "go" they mounted and carried a despatch to their respective nominators who were waiting 50 yards from the winning post. The ladies then got into rickshaws and were wheeled past the winning post by Gentlemen "B." Only China Ponies were allowed. Competitors provided themselves with rickshaws. Entrance fee $3. 1st and 2nd Prizes presented by the Club.

Messrs. W. A. Cruickshank and J. Johnstone, nominated by Mrs. Cruickshank	1
Messrs. N. H. Rutherford and G. B. Macdonald, nominated by Mrs. Crauford... ..	2
Messrs. R. F. C. Master and H. Hancock, nominated by Miss Berkeley	0
Hon. Mr. F. H. May, and Mr. A. G. M. Fletcher, nominated by Miss Marjorie Berkeley	0
Messrs. W. B. Elwes and W. W. G. Ross, nominated by Mrs. Moir	0

HURDLE RACE CHALLENGE CUP.—Value $250; distance about One Mile. For all China Ponies. Catch Weights at 10 st. 10 lbs. Winner of a Jump race to carry 5 lbs. extra. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning Jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in the subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of $5 to go in the purchase of a memento to the winner of each race, and $15 to second pony out of the Club funds. At the conclusion of the Season, a Cup, value $50, will be presented to the Owner of the pony obtaining the second highest number of marks.

Mr. N. H. Rutherford's Nomination, 10 st. 5 lbs. (Mr. Simcocks)	1
Mr. W. J. Gresson's Glenburn, 10 st. 10 lbs. (Mr. Leslie)	2
Mr. J. Johnstone's Ben Roy, 11 st. 4 lbs.... (Owners)	3
Mr. L. F. Tegner's Doris Castle, 10 st. 12 lbs. (Mr. Mackie)	0
Mr. W. B. Elwes' Rajah, 11 st. 1 lbs (Owner)	0
Mr. W. A. Cruickshank's Black Monday... 11 st. 3 lbs. (Owner)	0

ONE MILE AND A QUARTER FLAT RACE HANDICAP.—For all China Ponies. Jockeys who have won an official race in Hongkong or China penalized 2 lbs. Non-winning Jockeys allowed 5 lbs. Entrance fee $5. 1st Prize: a Cup presented by Hon. Mr. R. Shewan; 2nd Prize: $25.

Mr. J. Johnstone's Border Raider, 11 st. 7 lbs. (Owner)	1
Mr. D. Macdonald's Copper King ..... (Mr. Alderton)	1
Mr. Darius' Bonaventure, 10 st. 12 lbs ..... Mr. Cruickshank)	2
Mr. G. H. Potts' Tuscan King, 10 st. 4 lbs. (Mr. Leslie)	0
Mr. Wm. Inglis's Forward, 10 st. 11 lbs..... (Owner)	0
Mr. P. Simcock's Mick, 10st. 00 lbs. (Owner),	0
Hon. Mr. F. H. May's Lamarque Rose,..... 10st. 6 lbs. (Owner)	0
Mr. D. Macdonald's Melbourne, 9 st. 6 lbs. Mr. Mackie)	0

From start to finish the best race of the day, the first two ponies passing the post within half a neck of the third.

Time—2 m. 40 1/5 sec.

S. C. FARNHAM, BOYD & CO., LIMITED.

The report of the board of directors for presentation at the fifth annual general meeting to be held at the head office, 26 Broadway, Shanghai, on the 23rd inst., reads:—

Gentleman,—The directors have pleasure in submitting to you their report, with statement of accounts made up to the 30th April last, which they trust will prove satisfactory to you.

The net profits, including the amount brought forward from last year, and after paying all charges and allowing for all known liabilities, amount to Tls. 852,524.24.

After allowing for an interim dividend of 5 per cent on 55,200 shares paid in January this year which absorbed Tls. 276,000, there remains for distribution the sum of Tls. 576,524.24. With this amount the directors propose to deal as follows:—

	Tls.
A final dividend of Tls. 8 share	441,600.00
Add to reserve fund	100,000.00
Amount to be carried to new account...	34,924.24
Tls.....	576,524.24

In accordance with § 98 of the memorandum and articles of association, one of the directors, Mr. S. Groundwater, retires, but, being eligible, offers himself for re-election.

The accounts have been audited by Messrs. Geo. L. Scott and J. D. Thorburn, who retire, but, being eligible, offer themselves for re-election.

PROFIT AND LOSS ACCOUNT.

1905. January 6th.	Tls.
To 5 per cent. interim dividend on 55,200 shares	276,000.00
1905. April 30th.	
To balance	576,524.24
Tls...	852,524.24

1904. May 1st.	Tls
By balance carried forward..... ...	48,153.18
1905. April 30th.	
By transfer from working account.	804,371.06
Tls...	852,524.24

BALANCE SHEET.

CAPITAL ACCOUNT.

ASSETS.

1905. April 30th.	Tls.
To OLD DOCK:	
"Old Dock," property with boilers, pumps, moorings, shear legs, launching ways, capstans, etc., 16m 5f 2l 5h...	670,000.00
Office building, godowns, machine shops and dwelling houses, including ground, 8m. 7f. 6l. 4h.	110,850.00
" COSMOPOLITAN DOCK:	
"Cosmopolitan Dock," property with pumphouse, pumps, boilers, etc., including ground, 45m. 2f. 1l. 7h.	554,000.00
Land, including bunding, wharves, and wall, 107m. 5f. 8l. 6h.....	94,000.00
Machine shops, godowns, office, and dwelling houses ... 108 Chinese houses including ground, 9m. 5f. 0l. 8h.	100,300.00
" INTERNATIONAL DOCK:	29,000.00
"International Dock," wharves and bunding	580,000.00
Land, 125m. 8f. 1l. 3h.	50,479.00
Buildings	78,569.00
" TUNKADOO DOCK:	
"Tunkadoo Dock," Property with buildings, boilers, pumps, shear legs, etc., 35m 6f 9l. 5h.	178,500.00
" NEW DOCK:	
"New Dock," property with buildings, boilers, pumps, shear legs, etc., 48m. 4f. 9l. 2h. ...	671,488.00
" ENGINE WORKS, POOTUNG: property with buildings, shear legs, and railway. 54m 3f. 1l. 8h.	365,014.00
" SUNDRIES:	
Machinery and tools at five docks and engine works... ...	1,100,567.60
S.S *Samshui*, 3 small steamers, launches, pile drivers, pontoons, steam dredgers, shear legs, dock plant, office and drawing office material and furniture	354,112.40
Stock of material on hand, and unfinished work less liabilities.	1,530,324.28
Sundry debtors...	451,311.79
Shares in public companies ...	18,627.79
Money lent on mortgages, properly secured	142,442.39
Cash in Hongkong and Shanghai Banking Corporation ...	329,972.43
Cash in hand	4,573.83
Tls.	7,455,032.56

LIABILITIES.

1905. April 30th.	Tls.
By shareholders for 55,200 shares of Tls. 100 fully paid up.....	5,520,000.00
" reserve fund	900,000.00
" uncollected dividends	6,447.00
" sundry creditors.....	452,061.32
" balance from profit and loss account	576,524.24
Tls.	7,455,032.56

E. & O. E.

Shanghai, 5th June, 1905.

JAS. H. OSBORNE,
Secretary.

J. R. TWENTYMAN,
JOHN PRENTICE,
H. v. RUCKER,
S. GROUNDWATER,
DAVID CRANSTON,
} Directors.

We hereby certify that we have compared the foregoing accounts with the general ledger, the cash book, the bank pass books, and other vouchers, and have found them in conformity. The stock accounts have also been found in accord with detailed subsidiary books exhibited, and the securities examined and found in order.

GEO. D. SCOTT,
J. D. THORBURN,
} *Auditors.*

Shanghai, 5th June, 1905.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 18th at 5.25 p. The typhoon is moving NE. to the South of the Pescadores.

On the 19th at 11.55 a. The barometer has risen in S. China and Formosa, fallen over Meiaco Sima and S. Japan.

The typhoon crossed Formosa last evening and is lying this morning to the North of Meiaco Sima. It continues to move towards NE. Another shallow area of low pressure lies off the S. coast of Japan.

Pressure is high over NE. Japan.

Moderate W. and SW. winds will probably prevail in the Formosa Channel and the N. part of the China Sea.

Forecast:—Light or moderate W. to SW. winds; fair at first; showery later.

THE CRUISER "SULLY."

Latest reports, received yesterday by Messrs. E. C. Wilks and Co., state that the weather is now more favourable for the operations on the salvage of the long-stranded cruiser *Sully*, the wind having moderated, and the swell considerably abated. Mr. C. W. Jack returns to the scene to-day to superintend the next attempt to be made to raise the vessel.

CRIMINAL SESSIONS.

DEMANDING MONEY WITH MENACES.

The Criminal Sessions opened this morning, before the Chief Justice, Mr. F. T. Piggott, with the case in which Lai Po and Ng Ngau were charged with demanding money by menaces, on the 8th March, at Shaushekwan, Tai O district, Lantao Island.

The Attorney-General (the Hon. Sir H. S. Berkeley), instructed by Mr. Morrell, of the Crown Solicitor's office, prosecuted, and the prisoners were undefended.

The following jury was empannelled: Messrs. John Johnstone (foreman), William Anderson, Ezekiel Isaac Ellis, Paul Karl Knyvett, Friedrich Nicolai, Joseph Hooper, and Bruno Engel.

The facts of the case were, briefly, that on the day in question the two prisoners, with a third man who has not been found went to the house of one Wong Kui and demanded of him the sum of $10 in cash with which to get over to Hongkong, threatening Wong that if the money was not paid they would inform the brethren of the Triad Society, some of whom would come with them and thrash Wong. Finally after much talk, Wong handed over all his money, viz., $4.90; the men made off. Wong subsequently reported the matter to the police, and the two prisoners were arrested. Evidence was given, and the jury after consulting together for ten minutes returned a verdict of guilty, by a majority of four to three.

His Lordship could not accept this, and advised them to retire and reconsider their decision.

After half an hour's retirement they returned into Court, and returned the same verdict, this time by a majority of six to one.

The Attorney-General then asked His Lordship to defer sentence as there was another charge against the second prisoner to be tried in the next case in the list, and the first prisoner would be requested in evidence.

Sentence was deferred accordingly.

GANG ROBBERY.

When the jury in the last case retired to re-consider their verdict the Attorney General asked His Lordship to take up case No. 3 on the list. Yeung Yu, Tsang Tak, Lam Yeung and Leung Sai were accordingly placed in the dock to answer to the charge of gang robbery.

The following jurymen were empannelled: Messrs. Alexander Moyer (foreman), W. Faulkener Basford, Norman G. Rutherford, Louis Maria Alvarez, Emil Adolf-Schreider, W. W. C. Drew, Alberto Edonardo de Salvaçedo Alvez.

In this case the men went to the house of a Mrs. Barros, a Portuguese lady, living at No. 20, Water Street, West Point, and pretended they had been sent by the Government to make a skylight in the kitchen. They were allowed to come, and began to move the furniture, as if to get at the ceiling, when suddenly two of them seized the arms of Mrs. Barros and forcibly removed a gold-mounted bangle and some finger rings, a third seizing Mrs. Barros's little adopted daughter and removing her bangles also. The small son of the lady, seeing the trouble, slipped out and called the police. The little girl identified the men.

The evidence was conclusive and the jury returned a verdict of "Guilty," His Lordship sentencing each of the prisoners to one year's hard labour.

The Court then adjourned until to-morrow morning.

COMMERCIAL.

Advices, from Shanghai, dated 14th inst, state:—Business reported:—Shanghai and Hongkew Wharfs at Tls. 187½. Tugs "Ord" at Tls. 61 for June. Indo-Chinas at Tls. 71 for June. Farnham, Boyds at Tls. 161 cash, at Tls 163½/164 for July, and Tls. 165 for August. Wei-hai-wei Golds at $9⅛ ($17 paid up). Perak Sugars at Tls. 71. Langkats at Tls. 225 cash, and Tls. 226 for June. Gas at Tls. 125. Ices at Tls. 26. Hotel des Colonies at Tls. 17½ for June Dallas Horse Repository at Tls. 40 for June.

Business done direct:—Hongkong and Shanghai Banks at $80 ⅛ for cash, from Hongkong. Indo-Chinas at Tls. 73½ for July. Langkats at Tls. 217½ for June, Tls 227½ for July.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10⅛
Do. demand	1 10 11/16
Do. 4 months' sight	1/10 13/16
France—Bank T.T.	2.37
America—Bank T.T.	45⅞
Germany—Bank T.T.	1.93
India T.T.	141
Do. demand	141½
Shanghai—Bank T.T.	71⅛
Japan—Bank T.T.	92½
Java—Bank T.T.	113⅞

Buying.

4 months' sight L/C.	1/10 15/16
6 months' sight L/C.	1/11 1/16
30 days' sight San Francisco & New York	46⅛
4 months' sight do.	47⅛
30 days' sight Sydney and Melbourne	1/11 3/16
4 months' sight Francs	2.40⅛
6 months' sight ,, ...	2.42
4 months' sight Germany	1.97⅛
Bar Silver	27⅛
Bank of England rate	2½ %
Sovereign	10.62

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per picul
Malwa New ..... @	1,140
" Old ..... @	1,180
" Older ..... @	1,230/1,260
" Oldest ..... @	1,340
	Per chest
Patna New ..... @	1,112½
Benares New ..... @	1,080
Persian Danes' ..... @	783/910

To-day's Advertisements.

REWARD OF $5,000.

OFFERED by the Undersigned for the ARREST and CONVICTION of any Person or Persons who are in the habit of SMUGGLING large quantities of OPIUM into this Colony.

CHIN JOO HENG CO.,
Opium Farmers.

Hongkong, 19th June, 1905. [669

NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF FRESH WATER for the period of 12 Months, commencing 1st July next to H.M. NAVAL YARD, Hongkong, or to any of H.M. SHIPS and HIRED VESSELS lying in the Harbour.

Forms of Tender can be obtained on application to the Naval Store Officer, H.M. Naval Yard, Hongkong, and should be returned not later than SATURDAY, the 24th June, 1905.

Hongkong, 19th June, 1905. [666

PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to sell by PUBLIC AUCTION,
For Account of the Estate of the late EDWARD L. HEATH,
on
WEDNESDAY,
the 21st June, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
THE GOODS AND CHATTELS
of the above-named Deceased,
Consisting of
SURVEYING INSTRUMENTS,
Viz.:—1 Pocket Transcient, 1 Gradient, 1 Tripod and High Level Rod, 1 High Level Transcient, 1 Steel Straight Edge, 2 Surveyor's Chains, &c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 19th June, 1905. [664

MADAME JAY'S,
No. 4, DES VŒUX ROAD,
Have just received,
FROM NEW YORK,
LADIES' AMERICAN SHOES,
the new RUSSET-BROWN,
(now so fashionable).
BLACK PATENT LEATHER
AND
WHITE CANVAS
with
MILITARY HEEL.
HOSE to Match Shoes and Gown.
Also a fine lot of
AMERICAN STAYS
AND
SHIRT WAISTS.

Hongkong, 17th June, 190.. [665

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARRATOON APCAR,"
Captain E. Fey, will be despatched for the above Ports, on FRIDAY, the 23rd instant, at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 19th June, 1905. [663

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "OCEANO,"
FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 19th June, 1905 [667

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ WALDEMAR"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 26th instant, at 9.30 A.M.

All Claims must reach us before the 1st of July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 19th June, 1905. [5

Intimations.

ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY IMPLICITLY ON GETTING FROM US

PIANOS

OF THE

HIGHEST CLASS

EMBODYING THE VERY BEST MUSICAL AND WEARING QUALITIES,

AT

MODERATE PRICES.

OUR CLIENTS HAVE THE ADVANTAGE OF OUR 30 YEARS' EXPERIENCE AS

EXPERTS,

— DEVOTED EXCLUSIVELY

TO THE PIANO TRADE.

WE ARE BY FAR THE

LARGEST IMPORTERS

AND

MANUFACTURERS

IN CHINA, AND STOCK THE GREATEST VARIETY OF MAKES.

Hongkong, 8th June, 1905 [521

CAFE WEISMANN.

THE Public are invited to pay a visit to our new
TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN FASS BEER ON DRAUGHT.

Entrance—
NO. 1A, WYNDHAM STREET.

Hongkong, 22nd April, 1905. [46

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.R.H. the PRINCE of WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [78

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

From	Steamers	Due
GLASGOW and LIVERPOOL	"AIAX"	23rd June.
GLASGOW and LIVERPOOL	"IDOMENEUS"	30th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th July.
GLASGOW and LIVERPOOL	"PATROCLUS"	14th July.
GLASGOW and LIVERPOOL	"KEEMUN"	16th July.
GLASGOW and LIVERPOOL	"PAKLING"	18th July.
GLASGOW and LIVERPOOL	"ACHILLES"	28th July.

HOMEWARD.

For	Steamers	To Sail
*GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	20th June.
LONDON, AMSTERDAM & ANTWERP	"HYSON"	4th July.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	18th July.
*GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	20th July.
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th August.
*GENOA, MARSEILLES & L'POOL	"STENTOR"	20th August.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.
OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

For	Steamer	To Sail.
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"KEEMUN"	19th July.

WESTWARD.

From	Steamers	Due
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	20th June.
	"TELEMACHUS"	18th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th June, 1905. [1

CHINA NAVIGATION CO., LIMITED.

For	Steamers	To Sail.
CHEFOO	"CHINKIANG" †	20th June.
MANILA	"TAMING" *	20th "
SWATOW, WEI-HAI-WEI, CHEFOO and TIENTSIN	"CHIHLI"	21st "
SHANGHAI	"SHAOHSING" †	21st "
YOKOHAMA and KOBE	"CHINGTU"	21st "
SHANGHAI	"TIENTSIN" ‡	23rd "
CEBU and ILOILO	"KAIFONG" *	23rd "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU" * ‡	10th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 19th June, 1905. [6

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. —All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain	For	Sailing Dates.
ZAFIRO	2553	R. Rodger	MANILA	SATURDAY, 24th June, at Noon.
RUBI	2547	A. H. Notley	"	SATURDAY, 1st July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 17th June, 1905. [5

HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"NORDPOL"	THURSDAY, 22nd June.
"INDRAWADI"	25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 12th June, 1905. [11

BOO CHEONG,
昌寶
STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Ellams Duplicator.
Hongkong, 23rd February, 1905 [64

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch.
Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904 [61

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [18

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 5.30 P.M., if tide permits.
FARES:—Week Days, 1st Class, including Cabin and servant, Single $3; Return Ticket, $5; 2nd Class, $1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, $1; Return, $2; 3rd Class, Single, 50 cents, Return, 50 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of $2.
On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged $3 extra.
First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 13th June, 1905. [14

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"

Captain McArthur, will be despatched for the above Ports, on WEDNESDAY, the 12th July, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A duly qualified Surgeon and Stewardess are carried.
N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th June, 1905. [659

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

	Tons	Captain
"KWONG CHOW"	1,309	J. P. MARTIN.
"KWONG TUNG"	1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ...$4
Meals .....$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 10th January, 1905. [17

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
S'GAPORE, S'RABAYA & SAMARANG	*HOPSANG*	....TUESDAY, 20th June, 3 P.M.
MANILA	*YUENSANG**	...FRIDAY, 23rd June, 3 P.M.
SHANGHAI	*HANGSANG* †	..FRIDAY, 23rd June, 3 P.M.
S'GAPORE, PENANG & CALCUTTA	*SUISANG**	.....SATURDAY, 24th June, Noon.
SANDAKAN	*MAUSANG* ‡	...TUESDAY, 27th June, 3 P.M.
TIENTSIN	*ESANG*	.....WEDNESDAY, 28th June, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.
‡ Taking Cargo on through Bills of Lading to Lahad Datu, Simporna, Tawao, Kudat, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 19th June, 1905. *[460

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,
FOR
PORTLAND, OREGON,
OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	July 1st, 1905.
"NUMANTIA"	4,370	Brehmer	July 16th, "
"ARABIA"	4,483	Metzenthin	August 6th, "
"ARAGONIA"	5,198	Schuldt	August 26th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING,"
1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for Canton every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9.30 P.M., returning to Hongkong every TUESDAY, THURSDAY and SATURDAY, about 5 P.M.
On SUNDAYS she make an EXCURSION TRIP to MACAO, leaving Hongkong at 8.30 A.M., and returning from Macao about 7.30 P.M.
The "YING KING" is especially fitted for these runs, is the newest, fastest and most luxuriously furnished steamer on the line and is lighted throughout with Electricity, also hot and cold water is supplied.

FARES:

First Class single journey to Canton		$3.00
Second " " "		1.50
First class single journey	to Macao	1.00
	with Cabin to Macao	2.00
" " return "	with Cabin	3.00
Second " single "		80 Cents.
" return "		$1.50
Third " single "		30 "
" return "		50 "

Breakfast, Tiffin or Dinner $1 each only. Wine and Spirit of the best brand are used.
The wharf in Hongkong is at the West end of Wing Lok Street.
The wharf in Macao is the same as the S.S. *Perseverance*.
For further information, apply to the Office of

YUK ON S. S. Co., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.
Hongkong, 17th May, 1905 [523

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENLOMOND,"

Capt. Henderson, will be despatched as above on or about the 24th instant.
For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th June, 1905. [655

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA,"

Captain C. Willis, will be despatched as above, TO-MORROW, the 20th instant, at Daylight.
For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 19th June, 1905. [653

GREAT NORTHERN STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE GREAT NORTHERN AND NORTHERN PACIFIC RAILWAY OF U. S. A.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
(Passing through the Inland Sea of Japan).

THE Magnificent New Twin-screw steamship

"MINNESOTA,"

Tons 20,718 Gross Reg., Captain J. H. Rinder, will sail TO-MORROW, the 20th instant, at Noon, instead of as previously advertised.
Conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.
This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.
Special Provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS are carried at low rates to all points of U. S. A. in connection with the Great Northern and Northern Pacific Express Companies.
Trans-Pacific Cabin Passengers by this Line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.
For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Agents.

Hongkong, 19th June, 1905. [599

Shipping—Steamer.

REGULAR STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905.	About
"MONTROSE"	27th June, 1905.
"ST. HUGO"	15th July, "
"SHIMOSA"	to follow.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 8th June, 1905.

ADMIRAL TOGO.

A SKETCH OF HIS CAREER.

The name of Admiral Togo Heihachiro will rank in history with that of Nelson; and the following sketch of his life, compiled from Japanese sources, will be read with much interest at the present time.

Admiral Togo was born on December 22nd, 1847, at his father's residence at Kagoshima, which has produced many men of naval and military renown. His father was a retainer of Prince Shimadzu, Lord of Satsuma, and the Admiral is his fourth son. The family is said to be descended from Taira-no-Shigemori, who is regarded as having been a model of filial piety to his father Kiyomori, who ruled Japan for twenty-five years during the 12th century. The three elder brothers of Admiral Togo took part as rebels in the Satsuma rising of 1877, and two of them were killed in battle, while the third died shortly after the rebellion had been suppressed. The Admiral therefore has no brother or sister living. His father, who was a magistrate of his clan for thirteen years, died at the age of about 50. His mother is described as a model wife well fitted to be the mother of *samurai*. Not only did she possess all womanly virtues, but she was very strict and careful in the upbringing of her sons; and the early training under his wise and courageous mother has no doubt largely contributed towards the making of the man whose fame has now reached the remotest corners of the earth. Admiral Togo's mother died some years ago at the age of over 90 years.

The Satsuma men are generally credited with undaunted courage, as is attested by Sanyo's well-known poem. Those who know something of Japan's history during the past forty years or so will readily understand the important part that the Satsuma men have played in the warlike deeds that have taken place in the interval. Perhaps it will be news to many to hear that General Kuroki, whose successful operations on land as Commander of the First Army have almost eclipsed those of the other Generals, is also a Satsuma man and was a "chum" of Admiral Togo. It is a happy coincidence that the two schoolfellows, who often met in athletic sports in their boyhood, should have achieved deeds with which the world rings. Between the age of 12 and 16 Admiral Togo received his literary education from the great Saigo. He also studied fencing and wrestling, as was usual with the youth of the time. Satsuma, as has been said, was a most militant clan, and in consequence of this it has produced many swashbucklers. The Admiral, however, has never shown any such tendency, but he is, as Count Labayama remarks, as quiet as a girl, though none could be more resolute and courageous than he at heart. The stirring period in which he had been brought up was well suited to "make a man" of him.

Admiral Togo received his baptism of fire at the age of 17. On September 14th, 1862, it will be remembered, an Englishman named Richardson was attacked and killed by Namamugi, near Yokohama, by the retainers of Prince Shimadzu, of Satsuma, on account, it is alleged, of his having got in the way of the Prince's armed procession, together with two other English gentlemen and a lady. The British Government demanded of the Bakufu Government an indemnity of $150,000 for the outrage, to which the latter was obliged to yield. The British authorities further demanded the large indemnity of $100,000 from Prince Shimadzu, who was held to be responsible for the tragedy. As the Prince failed to comply with the demand, a British squadron, consisting of seven warships, under the command of Admiral Kuper, was sent to Kagoshima, where they arrived on the 11th August, 1863. On its arrival at Kagoshima the Admiral sent to the Prince an ultimatum that would expire at the end of twenty-four hours, but it was peremptorily rejected by the Prince. On August 15th, after the squadron had been in the bay several days, a shot was fired from the forts and in reply Kagoshima was bombarded by the British squadron and a large part of the town was destroyed by fire. Most of the Japanese forts were dismantled, in spite of a typhoon which raged throughout the day; but the squadron also suffered considerably. The Captain and commander of the flag-ship were killed on the bridge by a round shot, and the total loss in killed and wounded was sixty-three. Admiral Togo, who was then 17 years old, was in one of the forts and assisted in the firing at the warships.

In the collisions that occurred between the Tokugawa men and the Imperialists in the Restoration period, Togo, young though he was, distinguished himself on several occasions. Exasperated by the lawlessness of the Satsuma clansmen, the retainers of Tokugawa made a night attack on the Satsuma yashiki at Mita, Tokyo, on December 25th, 1872. A desperate fight ensued in which many were killed and wounded on both sides. About sixty Satsuma men took refuge on board the war-ship *Kochi maru*, belonging to Prince Shimadzu, which happened to be at anchor at Shinagawa. The ship, in order to escape the enemy's pursuit, immediately weighed anchor, and had started on her journey when she was confronted by the Tokugawa ship *Kaiten maru*, which was larger and more strongly armed than the *Kocho*. The *Kaiten* was commanded by Enomoto Kamajiro (now Viscount), who was afterwards appointed Minister of the Navy. In an engagement in Tokyo Bay that ensued the "Kocho" was badly worsted, her hull being literally riddled with shot. She, however, managed to reach Shimoda, where temporary repairs were effected, and she finally arrived at Kobe after much difficulty and delay. Among the officers of the Satsuma steamer "Kocho" was Ito Sukeyoshi (now Admiral), who was Commander of the Japanese Squadron during the Japan-China War.

These events, and the endeavour to gain control of the Emperor, led to open hostilities between the Tokugawa Shogun and the combined clans of Satsuma, Choshu, Tosa, and Higo, resulting in the battles of Toba and Fushimi (near Kyoto). At this time young Togo, who happened to be in Kyoto, received an order with other men at once to proceed to Hyogo and embark in the Satsuma war-ship "Kosuga." The latter, after taking in a complement of officers and men, went out in search of the enemy, when she met the *Kaiyo*, commanded by Enomoto, in the Inland Sea. The fight between the two ships resulted in the withdrawal of the *Kaiyo* from action. It is said that Togo, a young officer of 2 , even then distinguished himself as a brave and efficient seaman on this occasion.

Although the Shogun Keiki decided to restore his office, together with the Yedo castle, to the Emperor after the battle of Fushimi, some of his retainers were determined upon fighting for their chief to the end. Out of the fifteen war-ships possessed by the Shogun only four were surrendered to the Imperialists, while the remainder were seized by the Tokugawa retainers. On board of these ships Enomoto, Matsudaira, and other Tokugawa men fled to Hakodate, where they established their headquarters. In March 1869 an expedition, consisting of 6,500 troops and five war-ships, started from Shinagawa, at Tokyo for the suppression of the Hakodate rebels. Among the vessels was the *Kosuga*, on which was Togo. Admiral Enomoto, who commanded the Tokugawa ships, intending to attack the Imperialists on their way, left Hakodate with his flagship "Kaiten" and two others. A storm sprang up, and the "Kaiten" was separated from the two other ships, so that she alone approached Kuwagosaki, where the enemy's vessels were anchored. By displaying the flag of the Stars and Stripes the *Kaiten* succeeded in coming within range of the Imperialist vessels without detection. Suddenly the *Kaiten* hauled down the American flag and hoisted that of the Rising Sun, and before the Imperialists could fully realise the meaning of what had occurred the "Kaiten" brought all her guns to bear on the iron-clad *Musashi*. None of the shots, however, told. Meanwhile the "Kaiten" came close to its opponent with the object of boarding, and many of the Tokugawa men climbed on the "Musashi" with drawn swords. Several men were thus cut down on board their own ship. Owing to the close situation of the two ships the other vessels could not fire on the "Kaiten," fearing that they might inflict damage on the *Musashi*. A rifle fire, however, was poured into the "Kaiten," the commander of which, Koga Gengo, was killed on the bridge. Finally the *Kaiten* retired after this sanguinary episode and returned to Hakodate.

The *Kosuga*, on which, as stated, was Togo, encountered the Tokugawa ship *Takao*, which, unable to withstand the *Kosuga's* fire, took to flight. In making her escape she ran ashore on the coast of Omoto-maru, Nambu, and was blown up by the crew. In several engagements that followed on land and sea in the neighbourhood of Hakodate, Togo showed himself to be a sailor of no ordinary quality. After the surrender of the rebels Togo returned to Tokyo, this being in August 1869.

By this time Togo had made up his mind to devote his life to the Navy. He visited Yokohama and studied English, availing himself of whatever assistance was obtainable at that time. He did this as a preliminary to going to England, where he intended to complete his naval education. Togo and some fellow-students repeatedly petitioned the Government to be sent to England, and their wish was at last fulfilled in March 1871, when they were ordered by the Government to proceed to England for purposes of study. The party consisted of twelve young men, among whom were, besides Togo, Harada Tosuke (now Superintendent of the Naval Arsenal). The party, when they went on board a British steamer, clad in ill-fitting foreign dress and wearing old and worn-out boots, is said to have presented a very comical picture. Very little is known or published as to Togo's doings in England during his sojourn there for eight years, but it will be remembered that the English clergyman in whose house Togo was placed recently published an account in which he spoke most highly of his pupil's character. For some time after his arrival, Togo applied himself more particularly to acquiring a knowledge of English. Then he tried to enter the Thames Naval Academy, but he was unable to do so owing to the rule that no foreigner could be admitted into the school. He joined a training-ship at Plymouth, however, and diligently studied all branches of naval science. The term of his study abroad expired in April 1876, but in view of the construction of the *Hiyei*, which was then in progress in England, his return home was postponed pending its completion in order that he could return by her. It was in May 1878 that Togo returned to his native country on board the new Japanese war-ship "Hiyei."

[Continued on page 7.]

ADMIRAL TOGO.

A SKETCH OF HIS CAREER.

[Continued from page 6.]

During Togo's absence many changes had taken place in Japan. Especially it must have been a source of great sorrow to him that Saigo Takamori, his teacher and exemplar, had died, and with him Togo's two brothers, fighting against the Imperial troops. Yet it may be regarded as rather fortunate for the country that the Admiral was in England at the time of the Satsuma rebellion, for if he had been in Japan he might have been reduced to join the rebellion and have shared the fate of his teacher and brothers.

After his return to Japan Togo held commissions on different war-ships, but it was not until the outbreak of hostilities between Japan and China in 1894 that his name was prominently brought before the public.

The circumstances attending the sinking of the British steamer *Kowshing* by the *Naniwa*, of which Togo was commander, will be still fresh in the memory of many, but a brief recapitulation may not be uninteresting. Towards the end of July the relations between Japan and China had been strained to such a point that a spark was sufficient to set the whole house ablaze. The First Flying Squadron, consisting of the *Naniwa*, *Yoshino*, *Takachiho*, and *Akitsushima*, under the command of Admiral *Tsuboi*, was charged with the duty of keeping watch over Korean waters. On the morning of July 25th the Japanese sighted two Chinese men-of-war, the *Tsiyen* and the *Kwong-yi*, in the vicinity of Fengtao. Soon the contending squadrons were involved in a hot engagement in which the Chinese were defeated. Shortly afterwards, the British steamer *Kowshing*, escorted by the gun-boat *Soko*, hove in sight. She had on board 1,100 Chinese officers and men and 14 guns and a German military officer named von Hanneken. The *Naniwa* at once fired some blank shot and stopped the "Kowshing," while the *Akitsushima* gave chase to the "Soko." After and examination of the ship's papers Admiral Togo signalled the steamer to follow the *Naniwa*. Captain Galsworthy, of the *Kowshing*, agreed to obey the order, but the Chinese troops, who took possession of the ship, would not allow themselves to be thus captured by the Japanese. Admiral Togo sent a boat again to the *Kowshing* for the purpose of taking away the European officers of the steamer, but the Chinese would not allow this to be done. Seeing that the Chinese had taken possession of the ship, the Admiral made up his mind to sink her, and signalled to those on board to quit her at once. The *Naniwa* then discharged her broadsides at the *Kowshing*, which was sunk in half-an-hour. Captain Galsworthy, the First Officer, a quartermaster of the *Kowshing* and other men were picked up by the *Naniwa's* boats. Subsequently, the *Naniwa's* action became the subject of much diplomatic correspondence between the British and Japanese Governments, and it also evoked much adverse criticism from the foreign Press. Such eminent authorities on international law as Dr. Westlake and Dr. Holland, however, exonerated Togo from blame.

In the engagement in the Yellow Sea and the blockade of Wei-hai-wei that followed, Admiral Togo also played a prominent part. Subsequently he was sent to Formosa and the Pescadores to take occupation as commander of the Standing Squadron, and he remained there for several months until his mission was achieved, despite the unhealthy and trying climatic conditions of the islands.

During the progress of the Chino-Japanese war Togo was promoted to the position of Rear-Admiral and appointed to the command of the Standing Squadron. After the conclusion of peace he held several important posts in the Admiralty, and in 1902 he was transferred to Maidzuru as Commander-in-Chief of the port, where he remained until the outbreak of the present war called him forth to active sea service. What he has achieved in the war is too well known to be recapitulated here. It is reported that the gallant officer has been the recipient of many telegrams and letters of eulogy from all parts of the world. The object of most of the writers of these missives is evidently to receive a reply from the Admiral in his handwriting, and after the battle of the 10th of August he is said to have attended to this correspondence with the spirit of a martyr.

In private life Admiral Togo is a quiet and unassuming gentleman. His wife is a daughter of Viscount Kaieda, a Privy Councillor. The Admiral has two sons and a daughter, the eldest of the former being 21 years of age. If he has any particular hobby it is shooting and fishing. The Admiral's residence at Kami Kokubancho, Tokyo, is as unpretentious as its master is unostentatious.

Shipping.

Arrivals.

Kaifong, Br. s.s., 1,024, E. Finlayson, 17th June,—Iloilo 13th June, Sugar.—B. & S.

Druſar, Nor. s.s., 1,102, J. Bing, 17th June,—Hamburg 1st May, Gen.—Aagaard, Thoresen & Co.

Deucalion, Br. s.s., 7,030, G. D. Keay, 18th June,—Shanghai 15th June, Gen.—B. & S.

Petrarch, Ger. s.s., 1,252, C. Ahrens, 18th June,—Hongay 15th July, Coal.—S., W. & Co.

Signal, Ger. s.s., 907, A. Bendixen, 18th June,—Haiphong and Hoihow 14th June, Rice and Gen.—J. & Co.

Haiching, Br s.s., 1,267, A. E. Hodgins, 19th June,—Foochow via Amoy and Swatow 18th June, Gen.—D., L. & Co.

Oceano, Br. s.s., 1,739, D. A. Cave, 18th June, Singapore 11th June, Gen.—D. & Co., Ld.

Scott, Br. s.s., 554, G. R. Stratford, 18th June,—Singapore 11th June, Ballast.—D. & Co., Co.

Chinkiang, Br. s.s., 1,229, Robertson, 18th June,—Canton 18th June, Gen.—B. & S.

Hongkong, Fr. s.s., 742, A. Suzzoni, 18th June,—Haiphong and Hoihow 18th June, Rice and Gen.—A. R. M.

Prinz Waldemar, Ge. s.s., 3,227, C. Woltemas, 19th June,—Sydney 27th May, Brisbane 29th, Rockhampton 1st June, Herbertshohe 6th, and Friedrich Wilhelmhafen 8th, Gen.—M. & Co.

Promise, Nor. s.s., 714, E. Torstensen, 19th June,—Anping via Amoy and Swatow 14th June, Gen.—O. S. K.

Triumph, Ger. s.s., 769, A. Hansen, 19th June,—Shanghai via Foochow, Amoy and Swatow 17th June, Gen.—O. S. K.

Paklat, Ger. s.s., 1,018, M. Demes, 19th June,—Bangkok 12th June, Rice and Wood.—B. & S.

Loyal, Ger. s.s., 1,237, L. Lorenzen, 19th June,—Canton 19th June, Gen.—S., W. & Co.

Yuensang, Br. s.s., 1,128, P. H. Rolfe, 19th June,—Manila 16th June, Gen.—J., M. & Co.

Clearances at the Harbour Office.

Attaka, for Canton.
Dagny, for Chefoo.
Paul Beau, for Canton.
Tak Hing, for West River.
Lintan, for West River.
Kwongchow, for Canton.
Tai On, for Canton.
Yingking, for Canton.
Taishun, for Shanghai.
Langdale, for Singapore.
Wingchai, for Macao.
Oceano, for Shanghai.
Loyal, for Kobe.
Prinz Waldemar, for Kobe.
Thyra, for Kobe.
Chukong, for West River.

Departures.

June 18.

Frithjof, for Swatow.

June 19.

Loyal, for Kobe.
Kwailin, for Canton.
Carl Diederichsen, for Haiphong.
Andromeda, H.M.S. cruiser, for Weihaiwei.
Waterwitch, Br. surveying-ship, for a cruise.
Taishun, for Shanghai.

Passengers arrived.

Per *Kaifong*, from Iloilo—Mr. J. Wright.
Per *Signal*, from Haiphong—Mr. Martin.
Per *Haiching*, from Coast Ports—Mr. and Mrs. Hansser, Miss Hansser, European nurse and 2 children, Mrs. Seymour, Mrs. MacHoffer, Miss MacHoffer, Dr. and Mrs. Cousland, Mr. Danger, 224 Chinese, and 1 Japanese.
Per *Paklat*, from Bangkok—Mr. Cibbons.
Per *Yuensang*, from Manila—Mr. and Mrs. L. Esteban, Messrs. R. Greenock, V. Elicano, A. A. Bear, V. Morgan, J. McKee, J. Bremer, Tam Oy Chuen and Juan Pina Tan Chuaco.

Passengers departed.

Per *Rubi*, for Manila—Mr. J. C. Peter, Miss Curtis, Miss Herrich, Mr. H. Haynor, Mrs. Giebert, Messrs. C. E. Workman, H. C. Russel, F. W. Sebring, A. B. Ward, J. W. Jennings, Mrs. E. Barlow, Mr. H. S. Robinson, Mrs. B. Hajans, Misses E. and M. Hajans, Mrs. F. J. Gibson, Messrs. F. Morrison, D. Millard, Mrs. O. Morrison, Miss Morrison, Mrs. F. O. Millard, Messrs. Chas. Marks, H. I. Eisle, J. F. Pearson, Miss Owsen, Mrs. Trace, Mrs. Curtis, Messrs. Marsh, Curtis, Trace, T. Foxworthy, F. J. Waters, H. A. Holden, Drs. J. Tunon, M. Martin, O. Tuvador, Messrs. M. Padrigon, J. R. Shidles, D. L. Davis, L. F. Berlec, H. W. Forbe, H. O. Mead, J. F. Scauller, W. Abell, G. H. Kemper, W. B. Greig, Miss Marks, Mrs. Macaudray, Miss F. Macaudray, Mrs. Echanes, Mr. and Mrs. A. B. Davis, Mr. J. Davis, Misses M. and E. Davis, Messrs. J. Northcott, H. J. Robinson, M. C. Cauchales, Koppen, Chas. Dutey, A. S. Caldwell, Miss Dora Ellis, Revs. Palacios and Aparicios.

Shipping Report.

Str. *Kaifong* from Iloilo:—Strong SW. winds, and high confused sea.

Str. *Haiching* from Foochow:—Fresh SW. breeze, latter part heavy ENE. swell.

Str. *Signal* from Haiphong:—Changeable weather, and from Hainan to here very rough sea.

Str. *Scott* from Singapore:—Experienced strong W'ly wind and veering to N. and NE., and heavy sea on the passage.

Str. *Prinz Waldemar* from Sydney:—Had a fine trip from there to the islands with light SW'ly winds and a small sea; on the 14th we entered into the St. Bernardino Strait which was passed, on the 15th at night short after we encountered a heavy SW'ly gale with a tremendous high sea, it lasted until 6 a.m. on the 18th, although the *Prinz Waldemar* had a very rough shaking no serious damage was done and she proved to be the smart seaworthy ship she is known for.

Vessels in Port.

STEAMERS.

Alemannia, Nor. s.s., 1,164, Neilson, 13th June,—Saigon 8th June, Coal.—Order.

Arratoon Apcar, Br. s.s., 2,931, E. Fey, 16th June,—Singapore 11th June, Gen.—D. S. & Co., Ld.

Beechley, Br. s.s., 2,465, R. Forsyth, 13th June,—Moji 6th June, Coal.—B. & Co.

Borneo, Ger. s.s., 1,312, F. Sembill, 15th June,—Sandakan 15th June, Timber and Gen.—M. & Co.

Broholm, Dan. s.s., 817, Birkholm, 14th June,—Bangkok 7th June, Rice and Wood.—Order.

Buford, Am. transport, 5,000, Hall, 29th May,—from Manila.

Chingtu, Br. s.s., 2,260, J. McD. Howie, 17th June,—Australia 9th May, Gen.—B. & S.

Coptic, Br s.s., 2,744, Wm. Finch, R.N.R., 15th June,—San Francisco 12th May, Honolulu 19th, Yokohama 31st, Kobe 2nd June, Nagasaki 5th, and Manila 13th Mails and Gen.—O. & O. S. S. Co.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 13th June,—Vancouver, (B.C.) 22nd May, and Shanghai 11th June, Mails and Gen.—C. P. R. Co.

Gladestry, Br. s.s., 1,521, C. Crane, 12th June,—Moji 6th June, Coal.—D. & Co., Ld.

Hero, Nor. s.s., 2,417, Sylvesak, 16th June,—Moji 10th June, Coal.—M. B. K.

Hopsang, Br. s.s., 1,327, Jas. M. Hay, 16th June,—Canton 15th June, Gen.—J., M. & Co.

Indradeo, Br. s.s., 3,457, Easterbrook, 8th June,—Newcastle via Sydney 19th May, Coal.—S., T. & Co.

Machew, Ger. s.s., 950, Harjes, 14th June,—Bangkok 8th June, Rice.—B. & S.

Macquaire, Br. s.s., 2,073, St. John George, 25th April,—Moji 21st April, Coal.—G., L. & Co.

Minnesota, Am. s.s., 13,323, J. H. Rinder, 15th June,—Seattle and way ports 2nd May, and Shanghai 12th June, Flour and Copper.—Great Northern S. S. Co.

Mausang, Br. s.s., 1,644, R. Houghson, 10th June,—Sandakan 5th June, Gen.—J., M. & Co.

Pitsanulok, Ger. s.s., 2,019, C. Fuchs, 15th June,—Bangkok 8th June, Rice and Wood.—B. & S.

Providence, Nor. s.s., 900, C. Cornelinsen, 16th June,—Bangkok 10th June, Rice.—Order.

Riverdale, Br. s.s., 2,756, G. G. Hay, 15th June,—Moji 11th June, Coal.—S., T. & Co.

Shaohsing, Br. s.s., 1,307, F. D. Northcombe, 16th June,—Canton 16th June, Gen.—B. & S.

Taming, Br. s.s., 1,350, A. W. Outerbridge, 16th June,—Manila 14th June, Gen.—B. & S.

Thyra, Br. s.s., 2,419, R. M. Fayn, 13th June,—Kuchinotsu 6th June, Coal.—M. B. K.

Zaida, Br. s.s., 3,204, C. Willis, 16th June,—Singapore 11th June, Gen.—J., M. & Co.

Sailing Vessels.

A. G. Ropes, Am. ship, 2,302, D. H. Riners, 16th Mar.,—Philadelphia 16th Oct., 1904, Case Oil.—S. O. Co.

Combribarrk, Br. 4-masted ship, 2,151, George, 2nd June,—Cardiff 2nd Jan., Coal.—Government.

Jordan Hill, Br. 4-masted bq., 2,776, G. N. Kennedy, 30th May,—New York 1st Dec., 1904, Case Oil.—S. O. Co.

Lawhill, Br. 4-masted bq., 2,742, J. C. Jarvis, 3rd June,—New York 27th Jan., Case Oil.—S. O. Co.

Scottish Hills, Br. ship, 1,998, Blackmore, 2nd June,—Cardiff 14th Jan., Paten Fuel.—Admiralty.

Sierra Lucena, Br. ship, 1,628, E. Voight, 4th June,—Cardiff 10th Dec., Patent Fuel.—Government.

Travancore, Br. ship, 2,217, Harges, 30th April,—Cardiff 5th Sept., Patent Fuel.—Government.

Steamers Expected.

Vessels	From	Agents	Due
Zieten	Shanghai	M. & Co.	June 20
Suisang	Singapore	J., M. & Co	June 20
Bechuana	Singapore	N. Y. K.	June 20
Sachsen	Singapore	M. & Co.	June 21
China	Singapore	S., W. & Co	June 21
Calchas	Foochow	B. & S.	June 21
Formosa	Singapore	P. & O. Co	June 22
Ajax	Singapore	B. & S.	June 22
Siberia	Japan	P. M. Co.	June 23
Tientsin	Singapore	P. & O. Co	June 23
Kumsang	Calcutta	J., M. & Co	June 25
Nicomedia	Portland	P. & A. Co	June 26
Emp. of Japan	Vancouver	C. P. R. Co	July 3
Numantia	Portland	P. & A. Co	July 6

Hongkong & Whampoa Dock Returns.

Buford	at	Kowloon	Dock.
Travancore	"	"	"
Argus	"	"	"
Adamastor	"	"	"
Heungshan	"	Cosmopolitan	"

Ships Passed The Canal.

Outward—2nd May—*Priam*. 6th May—*Kolpino*. 9th May—*Merionethshire*, *Oopack*, *Shimosa*, *Goldmouth*. 16th May—*Java*, *Managon*, *Eidsvold*, *Prinz Eitel Friedrich*. 19th May—*Prometheus*, *Pyrrhus*, *Drufar*, *Labuan*, *Inkula*. 23rd May—*Silesia*, *Bechuana*, *Ecclesia*. 26th May—*Ajax*, *Formosa*. 30th May—*Jelunga*, *Khalif*, *Sachsen*, *Norden*, *Theodor Wille*, *Pisqua*, *Auchenblae*. 2nd June—*Flintshire*, *Agamemnon*, *Alesia*, *Afghan Idomeneus*. 6th June—*Trave*, *Denbighshire*. 9th June—*Glenlogan*, *Arcadia*, *Peshanur*, *Japan*, *Neuby Hall*, *Lumbea*. 14th June—*Austria*, *Artemisia*, *Benlarig*, *Nassovia*, *Den of Crombie*, *Slavonia*. 17th June—*Hudson*, *Keemun*, *Tonkin*, *Patroclus*, *Fengtien*, *Grafton*, *Liberia*, *Verdanda*.

Homeward—12th May—*Machaon*, *Suevia*. 23rd May—*Barotse*. 26th May—*Armand Behic*. 2nd June—*Schuylkill*. 6th June—*Prussen*. 9th June—*Stentoa*. 14th June—*Jason*, *Lowther Castle*, *Tsenhai*. 17th June—*Roon*.

Arrivals at Home—2nd May—*Persia*, *Ras Issa*, *Satsuma*, *Tourane*. 6th May—*Keemun*, *Sambia*. 9th May—*Pak Ling*, *Benledi*. 12th May—*Malacca*, *Achilles*. 16th May—*Swanley*, *Tonkin*, *Richmond Castle*. 19th May—*Antenor*, *Prinz Heinrich*. 25th May—*Manila*. 26th May—*Marquis*, *Bacquahem*, *George*, *T. Hay*. 30th May—*Benglos*. 2nd June—*P. E. Friedrich*, *Alcinous*, *Barotse*, *Armand Behic*, *Merionethshire*. *Suevia*, *Pyrrhus*, *St. Fillans*. 8th June—*Ceylon*. 9th June—*Silesia*. 14th June—*Kaisow*. 17th June—*Agamemnon*.

Post Office.

A Mail will close for:—

Kobe and Yokohama—Per *Prinz Waldemar*, 20th June, 9 A.M.

Swatow, Amoy and Foochow—Per *Haiching*, 20th June, 10 A.M.

Swatow, Amoy and Anping—Per *Promise*, 20th June, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama and Seattle, Wash.—Per *Minnesota*, 20th June, 11 A.M.

Macao—Per *Heungshan*, 20th June, 12.15 P.M.

Singapore, Sourabaya and Samarang—Per *Hopsang*, 20th June, 2 P.M.

Manila—Per *Taming*, 20th June, 3 P.M.

Chefoo—Per *Chinkiang*, 20th June, 3 P.M.

Hoihow—Per *Signal*, 20th June, 4 P.M.

Kongmoon, Kumchuk and Kaukong—Per *Hongkong*, 20th June, 5 P.M.

Haiphong—Per *Hongkong*, 21st June, 9 A.M.

Swatow, Wei-hai-wei, Chefoo and Tientsin—Per *Chihli*, 21st June, 10 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of India*, 21st June, 11 A.M.

Europe, &c., India, *via* Tuticorin—Per *Zieten*, 21st June, 11 A.M.

Shanghai—Per *Shaohsing*, 21st June, 3 P.M.

Yokohama and Kobe—Per *Chingtu*, 21st June, 3 P.M.

Kongmoon Kumchuck, Samshui, Shuihing, Takhing and Wuchow—Per *Sansui*, 21st June, 3 P.M.

Kongmoon, Kumchuk and Kaukong—Per *Tak Hing*, 21st June, 5 P.M.

Amoy, Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic*, 22nd June, 10 A.M.

Macao—Per *Heungshan*, 22nd June, 12.45 P.M.

Cebu and Iloilo—Per *Kaifong*, 22nd June, 3 P.M.

Macao—Per *Heungshan*, 23rd June, 1.15 P.M.

Shanghai—Per *Hangsang*, 23rd June, 2 P.M.

Singapore, Penang and Calcutta—Per *Arratoon Apcar*, 23rd June, 2 P.M.

Manila—Per *Yuensang*, 23rd June, 2 P.M.

Singapore, Penang and Calcutta—Per *Sutsang*, 24th June, 11 A.M.

Manila—Per *Zafiro*, 24th June, 11 A.M.

Macao—Per *Heungshan*, 24th June, 1.15 P.M.

Kongmoon, Kumchuk, Samshui, Shuihing, Takhing and Wuchow—Per *Lintan*, 24th June, 3 P.M.

Macao—Per *Heungshan*, 26th June, 1.15 P.M.

Frederich, Wilhelmshafen, Herbertshohe, Matupi, Sydney and Melbourne—Per *Willehad*, 27th June, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Caledonien*, 27th June, 11 A.M.

Macao—Per *Heungshan*, 27th June, 1.15 P.M.

Sandakan—Per *Mausang*, 27th June, 2 P.M.

Macao—Per *Heungshan*, 28th June, 1.15 P.M.

Tientsin—Per *Etang*, 28th June, 2 P.M.

Macao—Per *Heungshan*, 29th June, 1.15 P.M.

Macao—Per *Heungshan*, 30th June, 1.15 P.M.

Manila—Per *Rubi*, 1st July, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Nubia*, 1st July, 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Tartar*, 5th July, 9 A.M.

Manila, Zamboanga, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth—Per *Chingtu*, 10th July, 3 P.M.

VISITORS AT THE HOTELS.

HONGKONG.

Abele, F. W.
Bacon, J.
Baker, A. S.
Bingham, Mr. & Mrs. J. E. and child
Birbeck, R. J.
Bissell, W. S.
Bisney, S.
Bisney, Mrs.
Bisney, Miss
Black, H. I.
Blair, D. K.
Boggan, Mr. and Mrs. and infant
Bonner, E. A.
Borthwick, R. W.
Borthwick, Mrs. R. W. and child
Brighton, F. G.
Broughall, L.
Brownlee, Mr. & Mrs.
Bunner, Mr. and Mrs. W. C.
Carter, W. L.
Chalmers, D.
Chambers, Mr. & Mrs H. K.
Clark, Hon. Dr. Francis
Clark, T.
Clegg, R.M., Eng. Lt. and Mrs. H. I.
Cornell, J. J.
Cunningham, G.
Davies, F. O.
Davies, Mrs. J. T
Deacon, F. B.
Doolittle, F. H.
Douglas, Capt. & Mrs. J.
Downing, Mr. and Mrs. T. C.
Evans, F. W.
Fletcher, H.
Frost B. L.
Glover, C.
Grant, A. W.
Grone, Dr. and Mrs. F.
Hall, Capt. T.
Hanron, J.
Hansser, P. F.
Hansser, Mrs., 3 children and nurse
Harding, R.
Harris, F.
Haslett, H. J.
Hill, Mr. and Mrs. S.
Hill, R.
Holm, R.
Houston, Mr. and Mrs. E. D.
Hurst, R.N., Engineer-Capt.
Hutchison, R. O.
Innes, Capt. R.
Kempf, H. H.
Kerr, F.
King, Chas. G.
Knake, Mr.
Kraay, C.
Laing, A. H.
Large, H. J. C.
Lewis, A. R.
Lewis, L. S.
Luckie, A. R.
Lyons, S. J.
MacHaffie, Mrs.
MacHaffie, Miss
Mackay, C. H.
Marriott, Dr. O.
Marshall, Mrs. F.
McAran, T. P.
Mereckl, J.
Merleas, Mrs. P. N.
Miller, P. L.
Moon, Mr & Mrs. F. M.
Moore, Dr. W. B. A.
Morrison, Mrs.
Murray, E. H.
Murray, P. C.
Newington, A. G.
Offord Patey, Mrs. E.
Olliffe, O. C.
Pan, Mr. and Mrs. F. N. Le
Parfitt, W.
Peake, W.
Perkins, Mr. and Mrs. T. L.
Ranger, J. H.
Pew, C. H.
Reyes, E.
Ritchie, J. N.
Roach, Mrs. J. S. and child
Rochet, L.
Knagge, Dr. Samuel
Schoenfeld, Mr. and Mrs. R. A.
Scott, A. O.
Seymour, C.
Shaw, Dr H. H.
Skinn, A. J.
Skott, C.
Smardon, R. J.
Snewin, E. A.
Soper, C. H.
Stadtlander, A.
Stanley, H. H.
Stein, A. L.
Stewart, W. M.
Swindells, Dr. Edgar
Thornborrow, J.
Trimnell, W. D.
Unbehaun, C. H.
Vickers, R. C.
Watkins, Miss E.
Wellmann, E.
White, F. C. W.
Williams, Mrs. C. J.
Wolf, H. E.
Woolmer, Mr. and Mrs C. F.
Wright, Mr. and Mrs.
Zehrmann, F. C.

PEAK.

Aucott, E. F.
Beattie, A.
Beattie, M. P.
Bornand, Mr. and Mrs.
Bourcheir, Mr. & Mrs.
Brown, Mr. & Mrs. D. E.
Clothier, A. N.
Cocks, Mr. & Mrs. A. E.
Darling, Col.
Dixon, Mr
Edwards, Mr. and Mrs.
Fraser, Mr.
Gales, Capt.
Hallingworth, Mr. and Mrs.
Harker, B. Brotherton
Hassan, Mr. and Mrs.
Haynes, Col.
Haseland, F. A.
Helsgaun, A.
Hett, Mr. and Mrs. F. Taget
Hudig, D.
Jeffries, H. U.
Joseph, Mr. and Mrs.
Kaye, Major and Mrs.
Kelsall, Major & Mrs.
Louder, Mr.
Martin, R.
Meadus, Eng.-Comdr. and Mrs.
Mitchell, R.
Moxon, Mr. and Mrs. Herbert
Muelle, E.
Ollis, F. B.
O'Neil, J. L. Hugh
Parry, Major
Paxton, Capt. H. W.
Phillips, Major
Piggott, Mr. and Mrs.
Pollock, K.C., Mr.
Sawer, Capt. and Mrs.
Shipman, Mr. and Mrs.
Sinclair, A.
Sowden, Mr.
Stadt, Mr. and Mrs. Van de
Stokes, Mr.
Thomas, Mr.
Uffel, W. von
Vandin, Gordon
Vereker, Capt. and Mrs.
White, Dr. and Mrs.
Yosling, Major C. L.

CRAIGIEBURN.

Barnett, H. J. O.
Dann, G. H.
Gaskell, Mr. and Mrs.
Gray, S. H.
Kapteyn, B. D.
Lyons, F. W.
Marchant, Capt. and Mrs. and children
Smith, Mr. and Mrs. Grant
Smith, E. Grant
Smith, H. Percy
Webb, Mr. and Mrs. Montague
Wilson, Dr. Newell
Woodward, Mr. & Mrs. and children
Wright, Mrs. R. J. L. and children
Young, J. Ashton

OCCIDENTAL.

Byro, W. G.
Chandler, Lieut.
Emmert, Mr.
Evenberg, Mrs. & son
Fisher, R.
Hales, G. L.
Harms, F.
Jahrling, Dr. and Mrs.
Kelly, Jas. F.
Keyt, Dr.
Kollerker, Dr.
Krill, Mr.
Lindemann, Dr.
Lowe, Mr. and Mrs. J. C. and daughter
Meinecke, Mr.
Meyer, Mr.
Munro, Miss A.
Ohme, A.
Prance, Mr. & Mrs. E.
Vojacek, F.
Watson, J. G.
Watson, Capt. J. E.

KOWLOON.

Bruce, J. C.
Burton, W. E.
Johnston, Mrs. J.
Johnston, Miss B.
Johnston, Master
Johnston, J.
Price, Capt. and Mrs. O. L.
Valpy, F. W. W.

	June 18 at 10 a.m.	June 18 at 4 p.m.
Barometer	29.61	29.58
Temperature	85	86
Humidity	62	61
Rainfall	0.09	—

CHINA COAST METEOROLOGICAL REGISTER.

June 17th, 1905, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	29.92	—	—	NE	4	—
Hakodate	"	29.89	—	—	—	0	—
Tokio	"	29.82	—	—	—	0	—
Kochi	"	29.75	—	—	NE	6	—
Nagasaki	"	29.72	—	—	E	4	—
Kagoshima	"	29.72	—	—	NE	4	—
Oshima	"	29.65	—	—	S	4	—
Naha	"	29.62	—	—	SW	3	—
Ishigakijima	"	29.70	—	—	W	3	—
Taihoku	5 a.m.	29.68	—	—	—	0	—
Taichu	"	29.66	—	—	S	2	—
Tainan	"	29.65	—	—	E	2	—
Koshun	"	29.65	—	—	E	2	—
Pescadores	"	29.62	—	—	SE	4	—
Weihaiwei	9 a.m.	29.83	78	—	ESE	2	b
Gutzlaff	"	29.83	72	90	NE	3	cv
Sharp Peak	"	29.73	79	78	NE	3	od
Amoy	6.30 a	29.64	75	100	NE	5	or
Swatow	9 a.m.	—	—	—	—	1	b
Canton	"	29.56	86	65	N	1	b
Hongkong	10 a.m.	29.53	82	70	NE	4	cq
Victoria Peak	"	—	—	—	ESE	6	—
Gap Rock	"	—	—	—	—	—	—
Macao	"	—	—	81	NNE	2	o
Haiphong	"	—	—	—	—	—	—
Manila	"	29.80	84	78	SSE	2	o
Bacolod	9 a.m.	—	—	—	NW	2	c
Iloilo	"	29.85	81	—	W	1	or
Cebu	"	—	88	—	S	2	c
C. St. James	10 a.m.	—	—	—	—	—	—

June 19th, 1905, a.m.

Vladivostock	7 a.m.	—	—	—	—	—	—
Nemuro	6 a.m.	30.08	—	—	E	4	—
Hakodate	"	29.97	—	—	E	6	—
Tokio	"	29.74	—	—	NW	4	—
Kochi	"	29.60	—	—	SE	4	—
Nagasaki	"	29.64	—	—	NE	4	—
Kagoshima	"	29.64	—	—	—	0	—
Oshima	"	29.69	—	—	S	6	—
Naha	"	29.66	—	—	S	4	—
Ishigakijima	"	29.42	—	—	SW	10	—
Taihoku	5 a.m.	29.52	—	—	N	8	—
Taichu	"	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—
Koshun	"	—	—	—	—	—	—
Pescadores	"	—	—	—	—	—	—
Weihaiwei	9 a.m.	29.79	78	—	E	2	b
Gutzlaff	"	29.77	71	90	NE	3	cv
Sharp Peak	"	29.68	76	77	—	0	—
Amoy	6.30 a.m.	29.65	75	100	NE	1	dh
Swatow	9 a.m.	29.64	78	91	WNW	1	b
Canton	"	29.69	87	72	N	1	b
Hongkong	10 a.m.	29.71	84	72	N	1	o
Victoria Peak	"	—	—	—	NNE	1	—
Gap Rock	"	29.72	—	—	—	0	—
Macao	"	—	—	82	NNW	1	o
Haiphong	"	—	—	—	—	—	—
Manila	"	29.80	84	77	SSW	0	o
Bacolod	9 a.m.	—	—	—	SW	2	c
Iloilo	"	29.85	86	—	SW	2	c
Cebu	"	—	89	—	S	1	b
C. St. James	10 a.m.	—	—	—	—	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1,700	4	3,000	Commander Harbord	Weihaiwei
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson Ommanney	Hongkong
Arun	torpedo boat destroyer	550	6	7,000	Lieut.-Commander R. H. Heaton	Hongkong
Astraea	cruiser 2nd class	4,360	10	7,000	Captain Lionel G. Tufnell	Shanghai
Bonaventure	cruiser, 2nd class	4,360	10	7,000	Captain H. H. Torlesse	en route Weihaiwei
Cadmus	sloop	1,070	6	1,400	Commander H. du C. Luard	en route Yangtsze
Cherub	water tank and tug	300	—	300		Hongkong
Clio	sloop	1,070	6	1,400	Commander H. D. Wilkin, D.S.O.	en route Yangtsze
Diadem	cruiser 1st class	11,000	16	16,500	Captain H. W. Savory	Singapore
Dee	torpedo boat destroyer	560	6	7,000	Lieut.-Commander H. E. Sulivan	Hongkong
Erne	torpedo boat destroyer	550	6	7,000	Lieut.-Commander Bather	Hongkong
Ettrick	torpedo boat destroyer	560	6	7,000	Lieut.-Commander Lewin	Hongkong
Exe	torpedo boat destroyer	550	6	7,000	Commander A. F. Everett	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	en route Weihaiwei
Glory *	battleship, 1st class	12,000	16	13,500	Captain Hon. Stopford	Weihaiwei
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander J. May	en route Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo-v.	6,400	—	2,400	Captain E. F. B. Charlton	Hongkong
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	en route Weihaiwei
Iphigenia	cruiser, 2nd class	3,600	8	7,000	Captain William B. Fawckner	Hongkong
Itchen	torpedo boat destroyer	550	6	7,000	Lieut.-Commander C. Seymour	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwall	Hongkong
Kinsha	river gunboat	85	4	1,200	Lieut.-Commander E. V. F. R. Dugmore	Yangtsze
Moorhen	river gunboat	180	2	800	Lieut.-Commander F. B. Noble	Hongkong
Otter	torpedo boat destroyer	350	6	6,300	Lieut.-Commander J. Kiddle	en route Weihaiwei
Rambler	surveying-vessel	235	6	650	Commander C. E. Monro	Surveying
Robin	river gunboat	85	2	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Weihaiwei
Snipe	river gunboat	85	2	240	Lieut.-Commander Davidson	Yangtsze
Taku	torpedo boat destroyer	250	6	4,500	In reserve	Hongkong
Sutlej	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Hongkong
Tamar	receiving ship	4,050	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secretan	Yangtsze
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	en route Weihaiwei
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	5,900	Lieut.-Commander C.

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONIEN,"

Captain Gregory, will be despatched for MARSEILLES on TUESDAY, the 27th June, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *OCEANIEN* .....11th July.
S.S. *TOURANE*.....25th July.
S.S. *TONKIN* ..... 8th August.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th June, 1905. [7

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"NUBIA,"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 1st July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arcadia*, due in London on the 13th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 17th June, 1905. [2

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Pleiades ‡ ...	3,753	F.G. Purington	At June 30
Shawmut ...	9,606	E. V. Roberts	„ July 12
Tremont.....	9,606	T. W. Garlick..	„ Aug. 8

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 23rd May, 1905. [8

ACHEE & CO.

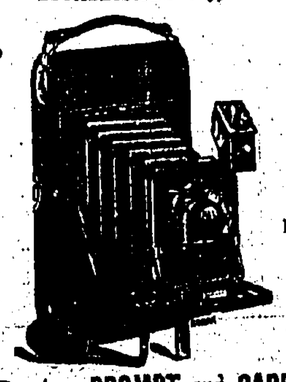
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES,

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives **PROMPT** and **CAREFUL ATTENTION.**

Hongkong, 16th May, 1905. [14

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$4.50 per Cask 375 lbs. net ex Factory.
$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905. [50

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10.50 per case of 48 bottles (quarts) or 6 doz. pints.

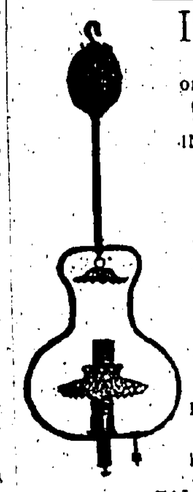
Special Prices for Quantities.

Sole Agents:—

SIEMSSEN & CO.

Hongkong, 10th January, 1903. [57

FOR SALE.



INCANDESCENT GASOLINE LAMPS OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE AND GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904 [54

To Let.

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. BISNEY,
Hongkong Hotel.

Hongkong, 8th June, 1905. [639

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.
Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [527

TO LET.

NO. 12, KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th May, 1905. [537

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. '69

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,
No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [627

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT. RESERVE.	POSITION AS PER LAST REPORT. AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	$125	$125	£1,000,000 / $8,000,000 / $250,000	$1,493,408	Div. of £1.10/- and bonus of £1.@ exchange 1/11 9/16=$25.46 for second half-year 1904	5¼ %	$802½ sellers / London £83½
National Bank of China, Limited	99935	£7	£5	$200,000	$41,768	$2 (London 3/6) for 1903	...	$37 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,400,000 / 81,739	$150,494	$17 for 1903	5¼ %	$320 buyers
China Traders' Insurance Company, Limited	24,000	$83.33	$25	$950,000 / $551,902 / $362,366 / $371,445	Nil.	$4½ for year ended 30.11.1904	7½ %	$65 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 82
Union Insurance Society of Canton, Limited	10,000	$250	$100	$1,850,000 / £20,000 / $371,749 / $893 11 / $846,773	$2,078,997	$35 for 1903	5 %	$690 buyers
Yangtsze Insurance Association, Limited	8,000	$100	$60	$700,000 / $37,794	$486,284	$12 and $3 special dividend for 1903	8½ %	$172½
FIRE INSURANCES.				$1,000,000				
China Fire Insurance Company, Limited	20,000	$100	$20	$218,693 / $2,240	$329,047	$6 dividend & $1 bonus for 1903	8½ %	$87
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,202,505	$360,372	$34 for 1903	11½ %	$302½ sellers
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$5,000	$8,832	$1 for 1904	4½ %	$21 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$185,000 / $85,439	Nil.	$2 for year ended 30.6.1904	5½ %	$36 sellers
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 / $600,000 / $158,444	$26,160	$1 for second half-year 1904	9½ %	$27
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,001 / £100,001	£5,853	10/- for 1903 @ 1/10 5/16=$5.378	5½ %	$100 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 2½ final making Tls. 4½ for 1904	7½ %	Tls. 60 buyers
Do. (Preference)	100,000					Tls. 1½ final making Tls. 3½ for 1904	7½ %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£400,000 / £4,116	£58,852	Interim of 1/- (Coupon No. 5) for 1904	4½ %	22/6
"Star" Ferry Company, Limited	10,000 / 10,000	$10 / $10	$10 / $5	$65,001 / $24,257	$929	$1.80 / $0.90 for year ending 30.4.1905	5½ % / 5½ %	$35 / $27
Straits Steamship Company, Limited	5,000	$100	$100	$400,000 / $21,675 / $130,153	$21,231	$10 for 1904	8 %	$137½ buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	T.Tls. 50	Tls. 126,000 / Tls. 276,679	Tls. 6,190	Final of Tls. 1½ making Tls. 3½ for 1904	11 %	Tls. 30
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000	$42,812	Final of $15 making $20 for 1904	9½ %	$215 sales
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $85,087	$3 for 1897	...	$32
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2½ for year ending 30.9.04	3½ %	Tls. 70
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6	...	Tls. 7½ buyers
Oriental Consolidated Mining Company, Limited	50,000	G. $10	G. $10	none	G $672,093	50 cents making G. $1 for 1904	5%	G $17½
Raub Australian Gold Mining Company, Limited	150,000 / 50,000	£1 / £1	18/10 / £1	£4,873	Dr. £4,029	No. 12 of 1/-=48 cents	...	$4½ buyers
Société Francaise des Charbonnages du Tonkin	16,000	Frs. 250	Frs. 250	Frs. 251,337 / Frs. 1,529,652	Frs. 85,706	Final of Frs. 25 making Frs. 55 for 1903	...	$490
DOCKS, WHARVES & GODOWNS.								
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5	8 %	Tls. 163 buyers
Fenwick Geo. & Co., Limited	6,000	$25	$25	$70,000	$8,577	$3.75 for 1904	11½ %	$331
Hongkong & Kowloon Wharf and Godown Co., Ld.	40,000	$50	$50	$68,473 / $10,000 / $300,000 / $250,000	$29,422	Final of $2½ making $5 for 1904	4½ %	$100 sellers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$33,500	$498,289	$6 dividend and $1 bonus for 2nd half-year 1904	6½ %	$197 sellers
Howarth Erskine, Limited	12,000	$100	$100	$60,000	.....	$10 div. & $5 bonus for year end. 30/6/04	5½ %	$270 buyers
New Amoy Dock Company, Limited	6,000	$6¼	$6¼	$55,500	$489	$1½ for 1903	7 %	$18 sellers
Riley Hargreaves & Co., Limited	6,000 / 2,750	$100	$100	$150,000	$40,936	$10 div. and $2½ bonus / $7 dividend for 1903	5 % / 6½ %	$245 sellers / $111½
Do. (Preference)								
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 / Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	5½ %	Tls. 187½ sellers
Tanjong Pagar Dock Company, Limited	87,000	$100	$100	$2,100,000	$206,645	$20 for 2nd half year making $26 for 1904	6½ %	$395
Yangtsze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9½ %	Tls. 190
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	none	$9,989	$2½ for year ended 30.6.1904	7½ %	$31
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 54,000 / Tls. 8,004	Tls. 805	Final of Tls. 5 making Tls. 9	6¼ %	Tls. 140 sellers
Central Stores, Limited	6,000	$15	$12			Final of 60 cents making $1.80 for 1904	8½ %	$21 sellers
Do. (Founders')	123	$15	$12	$20,000	$1,502	None	...	$100
Do. (New Issue)	24,000	$15	$7½			Preferential of 7 per cent for 1904	6¼ %	$8 sellers
Hongkong Hotel Company, Limited	12,000	$50	$50	$100,009 / $10,009	$3,554	$5 for second half-year making $10 for 1904	7 %	$144 sellers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$37,875	Final of $6 making $12 for 1904	10 %	$122 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 20,986	Tls. 7,202	Tls. 2½ for the year ending 31.3.1905	14 %	Tls. 17½ sales
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$200,994 / $50,000	$11,958	90 cents for 1904	7 %	$13 sellers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$377	$3 for 1904	7½ %	$40 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 / Tls. 170,000	Tls. 40,766	Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	6¼ %	Tls. 120 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 5 for 1904	10½ %	Tls. 47 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5%	Tls. 125 sellers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	$50	$50	none	$1,747	Final of $1.70 making $3.20 for 1904	5½ %	$55 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	11½ %	Tls. 38 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	none	$22,862	50 cents for the year ending 31.7.04	3 %	$16½ sellers
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 50,000 / Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898	...	Tls. 36 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 39 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 180
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	$200	$200	none	Dr. P. 2,584	$125 for year ending 30.6.1900	...	$100
Philippine Company, Limited	67,500	$10	$10	.....	.....	First year	...	$9½ sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,829 / Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 %	Tls. 70 sellers
MISCELLANEOUS.								
Anglo-German Brewing Company, Limited	4,000	$100	$100	none	.....	First year	...	$125 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	$55½ buyers
Campbell, Moore & Co., Limited	1,200	$10	$10	$8,000	$1,182	$3 for 1904	8½ %	$36
China-Borneo Company, Limited	60,000	$12	$12	none	Nil.	$1 for 1904	8½ %	$12½ sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	8 %	Tls. 62½ sales
China Light and Power Company, Limited	30,000	$10	$10	none	$3,739	None	...	$10
China Provident Loan & Mortgage Company, Ld.	100,000	$10	$10	$8,0000	$1,581	80 cents for 1904	9½ %	$84½
Dairy Farm Company, Limited	25,000	$7½	$6	.....	.....	$1½ for year ending 31.7.1903	...	$17 sellers
Fraser and Neave, Limited	4,500	$50	$50	$112,509	$2,706	$5 div. and $2½ bonus for 1903	7½ %	$100 buyers
Green Island Cement Company, Limited	100,000	$10	$10	$400,000	$95,054	$2 for 1904	7½ %	$261½
Do. (New Issue)	50,000	$10	$5	$25,000	$7,561	First Year	...	16½
Hall & Holtz, Limited	21,000	$20	$20	$186,000		Final of $1½ making $2½	9½ %	$27 sales
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 / £3,009	£7,625	£1 div. and 2/- bonus for 1903	7½	$160 buyers
Hongkong Electric Company, Limited	30,000 / 30,000	$10 / $5	$10	none	$1,747	$1.00 / 50 cents for year ending 30.4.1904	5½ % / 4½ %	$173 sellers / $114 sellers
Hongkong High-Level Tramways Company, Ld.	1,250	$100	$100	$50,000	$2,796	$15 for year ending 30.11.1904	7½ %	$212½
Hongkong Ice Company, Limited	5,000	$25	$25	$60,000	$5,356	Final of $13 making $17 for 1904	7 %	$242½
Hongkong Rope Manufacturing Company, Ld.	10,000	$50	$50	$60,000	$11,137	$10 for 1904	7 %	$152 buyers
Hongkong Steam Waterboat Company, Limited	15,000	$10	$10	$2,500	$299	Final of 70 cts. and 50 cts. bonus making $1.90 for the year ended 30.9.04	11½ %	$17
Katz Brothers, Limited	10,000	$100	$100	$475,000	$3,400	$8 for 1904	6 %	$135 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	$100	$100	none	$21,582	Interim of $5	7½ %	$145 sales
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 / Tls. 19,465	Tls. 35,849	2nd quarterly of Tls. 5, paid 15.6.05 making so far Tls. 12½ for 1905	15½ %	Tls. 220 ex d. sa
Maynard and Company, Limited	3,400	$10	$10	none	.....	$2 for year ended 31.10.1904	9 %	$23
Mondon, (E. L.) Limited	7,500	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 5 for 1902	...	Tls. 25 sales
Moutrie (S.) & Company, Limited	4,000	$50	$50	$5,000	$832	Final of $3 making $5 for the year ending 30.6.04	9 %	$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ld.	1,200	$50	$50	None	Dr. $5,537	None	...	$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 / Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 8 for 1904	7 %	Tls. 125 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 82½ sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904	8½ %	Tls. 170 sales
Shanghai Waterworks Company, Limited	7,400	£20	£20	Tls. 170,000	Tls. 17,220	Final of 37/6 making 52/6 for 1904	4½ %	Tls. 450 buyers
Singapore Dispensary, Limited	600	$50	$50	$20,000	$1,769	$64 for year ended 31.7.1904	7½ %	$80
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $39,020	None	...	$25
Steam Laundry Company, Limited	5,000 / 10,000	$ 5 / $ 5	$ 5 / $ 5	none	$3,644	60 cents for year ended 31.5.04	7½ %	$8 buyers
Straits Ice Company, Limited	2,000	$100	$100	$25,000	$700	First year	...	$7½ buyers
Straits Trading Company, Limited	250,000	$10	$10	$150,000 / $50,000	$84,813	$10 for second half year 1904	13½ %	$150 buyers
Tientsin Native City Waterworks Company, Ld.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	$1 div. and 35 cents bonus for half year ended 30.9.1904	6½ %	$43 sellers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 2,411	Tls. 2 for half year	6½ %	T.Tls. 100
United Asbestos Oriental Agency, Limited	9,900	$10	$4	$20,000	$480	Final of Tls. 4 making Tls. 8 for 1903/4	8 %	T.Tls. 125
Do. (Founders')	100	$10	$10			90 cents / $29.70 for year ended 31.5.1904	9% / 10%	$94 buyers
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 / $25,000	$6,096	Final of 50 cents making $1 for 1904	8 %	$180
William Powell, Limited	12,000	$10	$10	$3,000	$588	Interim of 50 cents for year 1904/1905	10½ %	$12½ buyers

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